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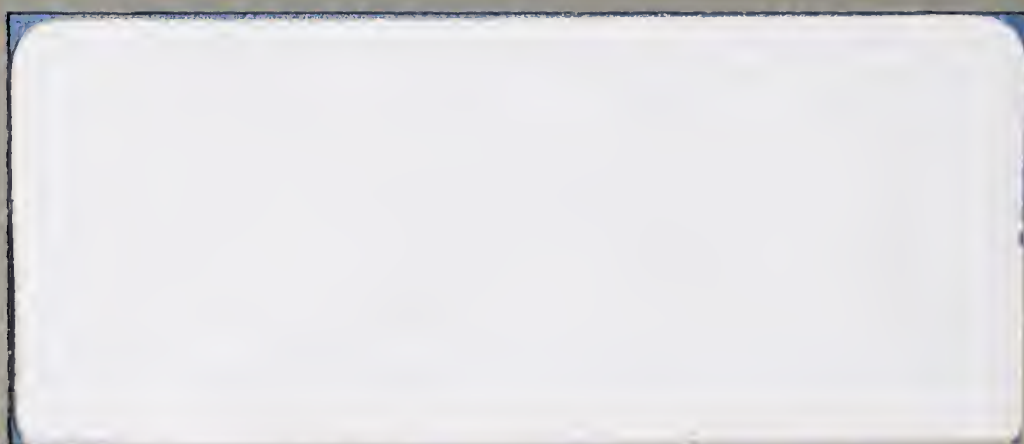
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*Consulting Engineers and Town Planners*

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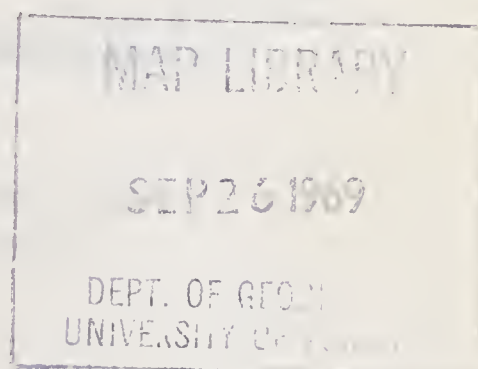
TOWN OF RIVERSIDE

PLANNING STUDIES

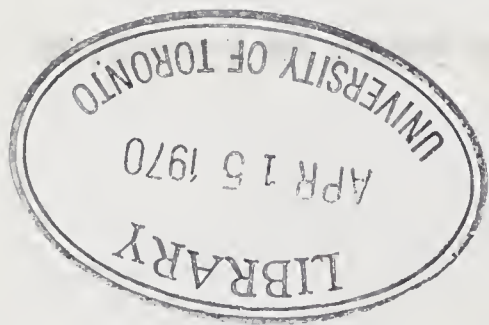
prepared for

THE CORPORATION OF THE TOWN OF RIVERSIDE

by



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## TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
INTRODUCTION	i
1. PHYSICAL CONSIDERATIONS	1
2. ECONOMIC CONSIDERATIONS	2
Economic Activity in the Windsor Area	2
Selected Economic Indicators	3
Population	10
3. EXISTING LAND USE AND DENSITY	15
4. ENGINEERING CONSIDERATIONS	18
Sewage Disposal System	18
Storm Drainage	19
Water Supply	19
Roads	20
Phasing	22
5. PLANNING DISTRICTS AND NEIGHBOURHOODS	23
6. PARKS	25
7. SCHOOLS	31
8. PROPOSED LAND USE	34
9. AMENITY AND DEVELOPMENT POLICIES	36
Housing	36
Conflicts Between Uses and Functions	37
Traffic Circulation on Major Roads	37
General Urban Amenity	38
District Centre Proposal	38
Non-conforming Uses	39

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TABLE OF CONTENTS     (cont'd)

TABLES

	<u>Page</u>
1.     Employment in Urban Areas by Industries (1949 = 100)	4
2.     Composition of Work Force in Metropolitan Windsor	5
3.     Trends in Employment Levels in Basic Sectors of the Work Force in Metropolitan Windsor	6
4.     Cheques Cashed in Clearing House Centres Expressed in Terms of 1938 = 100	6
5.     Cheques Cashed in Clearing House Centres	8
6.     Average Weekly Wages and Salaries in Dollars Metropolitan Urban Areas by Industries (Industrial Composite Index)	8
7.     Capital and Repair Expenditures in Manufacturing by Metropolitan Area (In millions of dollars)	9
8.     Wage and Salary Levels in Metropolitan Windsor and Riverside	11
9.     Labour Force of Metropolitan Windsor and Riverside by Occupation and Wage Earners	12
10.    Projected Population Levels for Metropolitan Windsor and Riverside	13
11.    Parks and Open Space Requirements	26

MAPS

	<u>Following Page</u>
1.     Physical Considerations	1
2.     Existing Land Use	15
3.     Engineering Considerations	18
4.     Road Proposals	21
5.     Planning Districts and Neighbourhoods	23
6.     Schools and Parks	25
7.     Proposed Land Use	34

APPENDICES

	<u>Page</u>
A.     Neighbourhood and District Statistics	40
B.     Proposed Little River Regional Park	48
C.     Diagrams of a District Centre and Neighbourhoods	







## INTRODUCTION

An Appraisal outlining the planning needs of the Town of Riverside, together with recommended planning procedures to cope with the problems and situations that were found to exist was submitted to the Council in March of this year. In May the Council passed a resolution authorizing planning studies in accordance with this Appraisal. Shortly after this, in June, the Council also passed a resolution requesting assistance under the National Housing Act and The Planning Act for a comprehensive urban renewal study.

Since there was a close relation between the work involved in both the planning studies and the urban renewal study, preliminary work on data collection and surveys was commenced almost immediately. While this work was in progress the Ontario Municipal Board directed the formal annexation of the Town of Riverside to the City of Windsor. Subsequently the Minister of Municipal Affairs advised that owing to this annexation it would be premature to embark upon the urban renewal study.

In view of these events, and in view of a decision of the City of Windsor to have an Official Plan prepared to cover the whole Metropolitan Area, it was decided that the work currently in progress should be directed towards compiling a district plan to cover the Town, and any suitable adjacent area, with a view to its later incorporation with the Metropolitan Plan. This report then, sets out the background and details of such a district plan.



## SECTION 1

### PHYSICAL CONSIDERATIONS





## 1. PHYSICAL CONSIDERATIONS

The Town of Riverside lies wholly within the Little River Drainage Area. This area extends generally from just beyond the City of Windsor boundary on the west, to St. Clair Beach on the east and southwards to Highway No. 2 and Highway No. 401 (see Map 1). The area is exceptionally flat. From little less than 580 feet above sea level along the St. Clair River, the land rises a mere 40 feet to 620 feet above sea level in the highest part of the drainage area near Highway No. 401, a distance of about 7 miles. Within the Town, differences of elevation amount at the most to 20 feet.




Apart from a strip of sandy loam along the River, the soils of the area are mainly clay with low porosity and poor natural drainage. These characters together with the flatness of the area pose significant problems for storm drainage and sewage disposal.

With one important exception the boundaries of the Town are characterized by significant physical features, the watershed with the Windsor Drainage Area on the west, the developed area of the Town of Tecumseh on the east and the Canadian National Railway on the south. The exception is that part of the south boundary between Lauzon Road and Tecumseh which lies in the middle of an open undeveloped area. For planning purposes there is merit in considering an area comprising the Town with the addition of that land between the boundary east of Lauzon Road and the C.N.R. tracks. This report is based on the assumption that this area will be so considered.

The site of the Town has a number of factors that recommend it for residential development. It is pleasantly situated along the bank of the Detroit River and Lake St. Clair with some fine views across to Detroit and opportunities for water based forms of recreation. The climate of the area is mild in comparison with the rest of the Province of Ontario, and indeed, of most of Canada. Snowfall averages little more than 30 inches and spring arrives early. The growing season averages almost seven months. Communications with Windsor are good and with the recent changed economic circumstances this City can provide many and varied job opportunities. Although now polluted to a point of considerable concern, the Detroit River provides an ample source of water for the Town and a vehicle for the removal of treated effluent.





-  DEVELOPED AREAS
-  DRAINAGE AREAS
-  TOWN OF RIVERSIDE



SCALE IN MILES  
0 1 MILE

MAP NO. 1  
RIVERSIDE AREA  
PHYSICAL CONSIDERATIONS

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## SECTION 2

### ECONOMIC CONSIDERATIONS



## 2. ECONOMIC CONSIDERATIONS

In economic terms, the Town of Riverside is an integral part of the Metropolitan Windsor Area. As such, the economic prosperity of Riverside depends upon the well being of the greater Windsor community.

### Economic Activity in the Windsor Area

Economic activity in the Windsor area has traditionally been closely associated with the development of the automotive industry. Thus the economic prosperity of the Windsor community depends upon the various economic forces and pressures which have markedly influenced the automotive industry in the past few decades. The automotive industry was originally located in Windsor by United States automobile manufacturing firms in order to cope with the high Canadian import tariff, to take advantage of Commonwealth trade preferences and to benefit from Windsor's very close proximity to Detroit.

After World War II, the domestic market for automobiles increased enormously. This factor in combination with Canada's growing industrial maturity, impelled the Canadian automotive industry to concentrate on the domestic market, and to do so with greater facility than before the war. During the 1950's, the Windsor area suffered in comparison with central southern Ontario as a location for secondary industry serving the Canadian market. When Ford of Canada removed its assembly operations to Oakville taking with it a number of small parts subcontractors, Windsor was confronted with a major crisis in employment. The lacklustre performance of the automobile industry during the late 1950's forestalled any improvement in the situation.

From the beginning of the 1960's, however, Windsor has benefited from a combination of stimulating economic events. Since 1961, North America has enjoyed a period of substantial and remarkably sustained economic growth. The automotive industry and the Windsor area have benefited from this prosperity. In view of past employment difficulties, the federal government has designated Windsor for special measures of government assistance. This designation allows a number of financial advantages including:

# THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. It begins with the first settlers who came to the Americas, and continues through the years of exploration, settlement, and the struggle for independence. The story is one of a people who have built a great nation from a small group of pioneers.

## THE EARLY YEARS

The first settlers who came to the Americas were the Indians. They had lived there for thousands of years, and had developed a rich and varied culture. When the Europeans came, they found a people who were different from them in many ways. The Europeans brought with them new diseases, which the Indians had no immunity to. Many Indians died from these diseases. The Europeans also brought with them new tools and weapons, which the Indians used to their advantage. The Indians fought back, and the Europeans were forced to retreat. The story of the early years is a story of conflict and struggle.

The story of the early years is a story of conflict and struggle. The Europeans came to the Americas in search of wealth and power. They wanted to find gold and silver, and they wanted to establish colonies. The Indians, on the other hand, wanted to live in peace and harmony. They did not want the Europeans to come and take their land. The two groups were at odds from the beginning. The Europeans tried to force the Indians to live the way they did, but the Indians refused. The story of the early years is a story of two cultures that could not understand each other.

The story of the early years is a story of two cultures that could not understand each other. The Europeans came to the Americas in search of wealth and power. They wanted to find gold and silver, and they wanted to establish colonies. The Indians, on the other hand, wanted to live in peace and harmony. They did not want the Europeans to come and take their land. The two groups were at odds from the beginning. The Europeans tried to force the Indians to live the way they did, but the Indians refused. The story of the early years is a story of two cultures that could not understand each other.



- (1) Three year income tax exemption for new businesses starting production prior to March 1, 1967. The exemption also applies to the provincial income tax.
- (2) Accelerated capital cost allowances for machinery and equipment for assets acquired between December 1963 and March 1967.
- (3) Accelerated capital cost allowances for new buildings and extensions which are acquired unused in the period December 1963 to March 1967.

The Canada - United States Automotive Trade Agreement allows United States built automobiles and automobile components to enter the country duty free, provided equivalent amounts of Canadian automobiles and automobile components in terms of value are exported to the United States. The agreement is designed, from a Canadian point of view at least, to increase automotive production and employment and to insure that Canada retains an equitable share of North American production. The agreement itself has now been put into operation, with ratification by the federal governments of both countries.

#### Selected Economic Indicators

It is impossible to isolate and precisely measure the strength of these various economic factors. Their collective effect is clear, however, from the indicators which follow. Index numbers in Table 1 compare employment in successive Decembers from 1954 to 1964, using 1949 as a base year. In general, employment levels are only beginning to approach 1949 levels once more, while substantial growth has only taken place in the past three years. Windsor's industrial components index has also lagged behind that of other industrial centres in Ontario.

In Table 2 the same information concerning levels of employment for the Windsor area may be derived in terms of actual employment in the various basic categories. It is also apparent that automobile manufacturing and attendant industries continue to form the foundation for Windsor's economy.

The year 1961 was clearly a turning point in the performance of Windsor's economy in recent years. In Table 3 some measure of the decline and resurgence in the Windsor economy are shown in terms of trends in employment levels in basic sectors of the manufacturing work



TABLE 1

## EMPLOYMENT IN URBAN AREAS BY INDUSTRIES (1949 = 100)

	<u>Dec.</u> <u>1964</u>	<u>Dec.</u> <u>1963</u>	<u>Dec.</u> <u>1962</u>	<u>Dec.</u> <u>1961</u>	<u>Dec.</u> <u>1960</u>	<u>Dec.</u> <u>1959</u>	<u>Dec.</u> <u>1958</u>	<u>Dec.</u> <u>1957</u>	<u>Dec.</u> <u>1956</u>	<u>Dec.</u> <u>1955</u>	<u>Dec.</u> <u>1954</u>
<u>Windsor</u>											
- Manufacturing	82.1	71.3	64.7	62.5	65.7	71.5	73.5	86.4	104.2	109.6	67.7
- Food & Beverages	99.0	96.4	101.5	109.3	105.8	114.8	NA	NA	NA	NA	NA
- Iron & Steel Products	106.3	91.6	75.5	68.6	74.8	75.8	82.3	103.9	122.5	117.6	106.5
- Transportation Equipment	77.5	66.3	59.7	57.9	60.8	68.5	67.0	79.5	102.5	109.9	53.5
- Trade	123.9	116.7	103.4	109.5	107.0	104.8	104.7	113.0	119.4	111.3	106.0
- Industrial Composite *	91.5	81.8	73.9	72.9	74.3	79.2	81.3	92.3	107.4	110.2	77.4
<u>Toronto</u>											
- Industrial Composite	151.4	143.8	138.8	134.5	129.2	130.7	133.5	134.9	132.9	126.2	121.5
<u>St. Catharines</u>											
- Industrial Composite	126.1	117.5	109.0	108.1	103.1	112.2	106.4	121.2	131.6	104.8	113.1
<u>Kitchener</u>											
- Industrial Composite	153.3	146.9	133.6	125.7	117.6	121.7	118.6	116.6	118.7	110.6	103.4
<u>Hamilton</u>											
- Industrial Composite	127.6	119.0	114.5	109.2	104.5	111.2	106.7	112.6	116.6	111.6	102.4
<u>London</u>											
- Industrial Composite	146.7	141.2	134.2	132.8	121.4	121.6	123.2	121.6	121.8	113.1	110.4

\* The "Industrial Composite" category consists of an average of all industries with the exception of those self employed.

Source: D.B.S. Employment and Payrolls 72-002.







TABLE 2

COMPOSITION OF WORK FORCE IN METROPOLITAN WINDSOR

<u>% Gain</u>	<u>Dec.</u> <u>1964</u>	<u>Dec.</u> <u>1963</u>	<u>Dec.</u> <u>1962</u>	<u>Dec.</u> <u>1961</u>	<u>Dec.</u> <u>1960</u>	<u>Dec.</u> <u>1959</u>	<u>Dec.</u> <u>1958</u>	<u>Dec.</u> <u>1957</u>	<u>Dec.</u> <u>1956</u>	<u>Dec.</u> <u>1955</u>	<u>Dec.</u> <u>1954</u>
Manufacturing	27,455	23,727	21,710	20,959	21,995	23,773	24,426	28,735	34,731	36,484	22,484
Food and Beverages	2,112	1,997	2,242	2,414	2,337	2,473	NA	NA	NA	NA	NA
Iron and Steel Products	4,743	4,038	3,380	3,069	3,347	3,328	3,617	4,631	5,447	5,242	4,748
Transportation Equipment	17,382	14,873	13,398	12,979	13,635	15,338	15,013	17,800	22,989	24,617	12,022
Trade	5,516	5,393	4,486	4,767	4,406	4,312	4,253	4,573	4,887	4,457	4,231
Industrial Composite *	41,170	36,814	33,048	32,453	32,632	34,518	35,208	39,872	46,484	47,531	33,305

\* Industrial Composite - Average of all industry with the exception of those self employed.

Source: D.B.S. Employment and Payrolls.



TABLE 3

TRENDS IN EMPLOYMENT LEVELS IN BASIC SECTORS  
OF THE WORK FORCE IN METROPOLITAN WINDSOR

	<u>% Decline 1955-1961</u>	<u>% Increase 1961-1964</u>
Manufacturing	42.6	31.0
Iron and Steel Products	41.4	54.6
Transportation Equipment	47.3	33.9
Industrial Composite	31.8	26.9

Source: D.B.S. Employment and Payrolls

TABLE 4

CHEQUES CASHED IN CLEARING HOUSE CENTRES  
EXPRESSED IN TERMS OF 1938 = 100

<u>Ontario Selected Centres</u>	<u>1956</u>	<u>1957</u>	<u>1958</u>	<u>1959</u>	<u>1960</u>	<u>1961</u>	<u>1962</u>	<u>1963</u>
Hamilton	668.7	696.9	749.0	925.5	916.8	958.1	1073.4	1188.7
Kingston	652.2	631.4	702.0	744.8	730.8	788.7	881.0	996.9
Kitchener	666.7	694.1	744.6	859.9	899.4	937.1	1120.8	1273.5
London	585.8	639.6	708.2	834.5	883.4	958.0	1075.2	1222.7
Ottawa	296.3	317.6	400.7	452.0	450.9	492.0	561.9	620.7
Peterboro	733.8	758.9	760.7	849.8	837.8	805.8	876.1	991.2
Samia	732.3	757.5	781.5	808.3	837.2	929.4	1009.2	987.4
Toronto	635.8	704.8	788.4	904.2	974.8	1050.7	1167.4	1256.2
Windsor	584.8	529.5	481.7	550.2	532.4	545.0	571.9	667.7
Totals Ontario	612.5	669.6	735.7	844.1	907.4	965.3	1073.5	1162.3

Source: D.B.S. Cheques cashed in clearing centres.

# Table A

Table A shows the results of the analysis of variance for the different treatments. The results are given in the following table.

Treatment	Mean	Standard Error	Significance
Control	1.00	0.10	
T1	1.10	0.10	
T2	1.20	0.10	
T3	1.30	0.10	

Table A shows the results of the analysis of variance for the different treatments. The results are given in the following table.

# Table B

Table B shows the results of the analysis of variance for the different treatments. The results are given in the following table.

Treatment	Mean	Standard Error	Significance
Control	1.00	0.10	
T1	1.10	0.10	
T2	1.20	0.10	
T3	1.30	0.10	
T4	1.40	0.10	
T5	1.50	0.10	
T6	1.60	0.10	
T7	1.70	0.10	
T8	1.80	0.10	
T9	1.90	0.10	
T10	2.00	0.10	

Control	T1	T2	T3	T4	T5	T6	T7	T8	T9	T10
---------	----	----	----	----	----	----	----	----	----	-----

Table B shows the results of the analysis of variance for the different treatments. The results are given in the following table.



force. In Tables 4 and 5 the level of general financial activities in major urban centres in Ontario are measured in terms of index numbers for cheques cashed at clearing house centres. In these terms Windsor is revealed to be a centre of declining financial activity during the late 1950's, whereas by 1964 Windsor became one of the leaders in growth in these same terms.

Average incomes in terms of wages and salaries are higher in the Windsor area than in most major urban centres in Ontario. This is shown in Table 6. Windsor's position in this regard is largely a reflection of the traditionally high wages in the automobile industry. If the trends over the past ten years are any indication, as indicated by the percentage gain in wages in Table 6, and if Windsor remains primarily oriented towards automobile manufacturing, Windsor is likely to maintain a margin of higher wages over other communities. This factor could impede industrial diversification by discouraging the establishment of lower wage industries in the area.

The Windsor area presents a paradox in that, although it is highly industrialized with wide markets for its products, it remains dependent on automotive manufacturing and hence vulnerable to the vagaries of that industry. In spite of this dependence and in spite of the poor performance of Windsor's economy over many years of the post war era, there are some indications that the present economic prosperity will continue for the immediate future and that long term prospects will be good.

In Table 7, capital and repair expenditures in manufacturing are outlined. This component of economic development commonly swings over a wide range, even in communities with good records for economic stability. Nevertheless, increases in investment in the Windsor area from 1961 to 1965 have been truly massive. Of the \$87.6 millions of anticipated capital and repair expenditures, \$70.2 million of this sum will be invested in capital expenditures, that is, 80.1% of the total. This \$70.2 million also represents a 420.0% increase from 1961 to 1965 in capital expenditure. These investment increases point to economic advances that will provide broad and firm supports for increases in population and employment. Tax incentives offered to the Windsor area by the Federal Government have demonstrated the willingness and ability of senior levels of government to aid local regions in need of help. Attitudes and enthusiasm of this nature, whatever the specific programs may be, are likely to be sustained.



TABLE 5CHEQUES CASHED IN CLEARING HOUSE CENTRES

	<u>% Gain 1961 to 1963</u>	<u>1964 as a % of 1963</u>
Hamilton	24.1	115.4
Kingston	26.4	114.0
Kitchener	35.9	111.7
London	27.6	121.1
Ottawa	26.1	115.1
Peterboro	23.1	122.1
Samia	6.2	102.1
Toronto	19.6	118.6
Windsor	22.0	120.1
	<hr/>	<hr/>
Total for Ontario	20.3	117.8
	<hr/>	<hr/>

Source: D.B.S. Cheques cashed in clearing centres.

TABLE 6

AVERAGE WEEKLY WAGES AND SALARIES IN DOLLARS  
METROPOLITAN URBAN AREAS BY INDUSTRIES  
(INDUSTRIAL COMPOSITE INDEX)

<u>Urban Area</u>	<u>Dec. 1954</u>	<u>Dec. 1964</u>	<u>% Gain 1954 - 1964</u>
Windsor	69.55	99.14	42.6
Toronto	62.86	89.04	41.6
St. Catharines	69.07	106.86	54.7
Kitchener	57.36	77.65	35.4
Hamilton	63.32	92.35	45.8
London	57.70	81.24	40.8

Source: D.B.S. Employment and Payrolls.



# TABLE 1

Summary of the results of the analysis of variance for the effect of the treatment on the yield of the crop

Treatment	Yield (kg/ha)	Standard Error
Control	1.10	0.05
T1	1.15	0.05
T2	1.20	0.05
T3	1.25	0.05
T4	1.30	0.05
T5	1.35	0.05
T6	1.40	0.05
T7	1.45	0.05
T8	1.50	0.05
T9	1.55	0.05
T10	1.60	0.05
T11	1.65	0.05
T12	1.70	0.05
T13	1.75	0.05
T14	1.80	0.05
T15	1.85	0.05
T16	1.90	0.05
T17	1.95	0.05
T18	2.00	0.05
T19	2.05	0.05
T20	2.10	0.05
T21	2.15	0.05
T22	2.20	0.05
T23	2.25	0.05
T24	2.30	0.05
T25	2.35	0.05
T26	2.40	0.05
T27	2.45	0.05
T28	2.50	0.05
T29	2.55	0.05
T30	2.60	0.05
T31	2.65	0.05
T32	2.70	0.05
T33	2.75	0.05
T34	2.80	0.05
T35	2.85	0.05
T36	2.90	0.05
T37	2.95	0.05
T38	3.00	0.05
T39	3.05	0.05
T40	3.10	0.05
T41	3.15	0.05
T42	3.20	0.05
T43	3.25	0.05
T44	3.30	0.05
T45	3.35	0.05
T46	3.40	0.05
T47	3.45	0.05
T48	3.50	0.05
T49	3.55	0.05
T50	3.60	0.05
T51	3.65	0.05
T52	3.70	0.05
T53	3.75	0.05
T54	3.80	0.05
T55	3.85	0.05
T56	3.90	0.05
T57	3.95	0.05
T58	4.00	0.05
T59	4.05	0.05
T60	4.10	0.05
T61	4.15	0.05
T62	4.20	0.05
T63	4.25	0.05
T64	4.30	0.05
T65	4.35	0.05
T66	4.40	0.05
T67	4.45	0.05
T68	4.50	0.05
T69	4.55	0.05
T70	4.60	0.05
T71	4.65	0.05
T72	4.70	0.05
T73	4.75	0.05
T74	4.80	0.05
T75	4.85	0.05
T76	4.90	0.05
T77	4.95	0.05
T78	5.00	0.05
T79	5.05	0.05
T80	5.10	0.05
T81	5.15	0.05
T82	5.20	0.05
T83	5.25	0.05
T84	5.30	0.05
T85	5.35	0.05
T86	5.40	0.05
T87	5.45	0.05
T88	5.50	0.05
T89	5.55	0.05
T90	5.60	0.05
T91	5.65	0.05
T92	5.70	0.05
T93	5.75	0.05
T94	5.80	0.05
T95	5.85	0.05
T96	5.90	0.05
T97	5.95	0.05
T98	6.00	0.05
T99	6.05	0.05
T100	6.10	0.05

The results of the analysis of variance for the effect of the treatment on the yield of the crop are shown in Table 1.

# TABLE 2

Summary of the results of the analysis of variance for the effect of the treatment on the yield of the crop

Treatment	Yield (kg/ha)	Standard Error
Control	1.10	0.05
T1	1.15	0.05
T2	1.20	0.05
T3	1.25	0.05
T4	1.30	0.05
T5	1.35	0.05
T6	1.40	0.05
T7	1.45	0.05
T8	1.50	0.05
T9	1.55	0.05
T10	1.60	0.05
T11	1.65	0.05
T12	1.70	0.05
T13	1.75	0.05
T14	1.80	0.05
T15	1.85	0.05
T16	1.90	0.05
T17	1.95	0.05
T18	2.00	0.05
T19	2.05	0.05
T20	2.10	0.05
T21	2.15	0.05
T22	2.20	0.05
T23	2.25	0.05
T24	2.30	0.05
T25	2.35	0.05
T26	2.40	0.05
T27	2.45	0.05
T28	2.50	0.05
T29	2.55	0.05
T30	2.60	0.05
T31	2.65	0.05
T32	2.70	0.05
T33	2.75	0.05
T34	2.80	0.05
T35	2.85	0.05
T36	2.90	0.05
T37	2.95	0.05
T38	3.00	0.05
T39	3.05	0.05
T40	3.10	0.05
T41	3.15	0.05
T42	3.20	0.05
T43	3.25	0.05
T44	3.30	0.05
T45	3.35	0.05
T46	3.40	0.05
T47	3.45	0.05
T48	3.50	0.05
T49	3.55	0.05
T50	3.60	0.05
T51	3.65	0.05
T52	3.70	0.05
T53	3.75	0.05
T54	3.80	0.05
T55	3.85	0.05
T56	3.90	0.05
T57	3.95	0.05
T58	4.00	0.05
T59	4.05	0.05
T60	4.10	0.05
T61	4.15	0.05
T62	4.20	0.05
T63	4.25	0.05
T64	4.30	0.05
T65	4.35	0.05
T66	4.40	0.05
T67	4.45	0.05
T68	4.50	0.05
T69	4.55	0.05
T70	4.60	0.05
T71	4.65	0.05
T72	4.70	0.05
T73	4.75	0.05
T74	4.80	0.05
T75	4.85	0.05
T76	4.90	0.05
T77	4.95	0.05
T78	5.00	0.05
T79	5.05	0.05
T80	5.10	0.05
T81	5.15	0.05
T82	5.20	0.05
T83	5.25	0.05
T84	5.30	0.05
T85	5.35	0.05
T86	5.40	0.05
T87	5.45	0.05
T88	5.50	0.05
T89	5.55	0.05
T90	5.60	0.05
T91	5.65	0.05
T92	5.70	0.05
T93	5.75	0.05
T94	5.80	0.05
T95	5.85	0.05
T96	5.90	0.05
T97	5.95	0.05
T98	6.00	0.05
T99	6.05	0.05
T100	6.10	0.05

The results of the analysis of variance for the effect of the treatment on the yield of the crop are shown in Table 2.



TABLE 7

CAPITAL AND REPAIR EXPENDITURES IN MANUFACTURING  
BY METROPOLITAN AREA \*  
(In millions of dollars)

---

<u>Year</u>	<u>Windsor</u>	<u>Toronto</u>	<u>London</u>	<u>Hamilton</u>
1954	47.4	138.5	10.6	67.7
1955	55.3	135.3	10.1	87.9
1956	40.3	143.4	12.8	117.9
1957	34.9	173.5	18.7	132.3
1958	17.6	144.2	12.8	96.8
1959	32.7	145.8	17.3	145.7
1960	26.9	146.8	16.8	179.2
1961	24.4	158.3	15.7	142.6
1962	33.5	164.0	14.8	153.7
1963	30.8	254.8	17.4	163.9
1964	65.2	244.8	24.2	232.2
1965 **	87.6	301.7	22.5	239.8
% Gain 1961 to 1965	259.0	90.6	43.3	68.2

\* Source: "Private and Public Investments in Canada"  
Department of Trade and Commerce.

\*\* Estimated



If the Canada - United States Automotive agreement proves successful in its intent, the productive efficiency of the Canadian automotive industry will increase greatly, approaching levels prevalent in the United States. This efficiency will be translated into terms of increased employment and higher incomes. Windsor, with its large share of the Canadian automotive industry and its peculiarly favourable position in terms of its proximity to Detroit and to United States' markets, will likely benefit substantially from the scheme.

The Town of Riverside is in fact, aside from its legal status, a predominantly residential section of the metropolitan Windsor community. This fact may be seen in the contrasting ratios of industrial - commercial assessment to residential for municipalities in the Windsor area. This ratio stands at 48:52 for the City of Windsor, whereas for the Town of Riverside, the ratio stands at 10:90.

The residents of Riverside tend on the whole to be found in proportionately greater numbers in higher income groups and in the middle class occupations and professions, as opposed to lower class positions. This is apparent from the figures presented in Tables 8 and 9 respectively.

During the census year 1961, Riverside contained only 8 manufacturing plants which employed 146 persons and 55 stores which employed 182 persons. A comparison of these employment figures with the numbers and types of occupations of Riverside residents as listed in Table 9, point up the very heavy dependence of Riverside on the metropolitan community at large.

It can thus be seen from the foregoing labour force and employment figures, that Riverside functions primarily as a dormitory for a large number of families whose livelihood is found in the City of Windsor.

### Population

Assessed population for the period 1950 to 1964 is given in Table 10 for Metropolitan Windsor and Riverside. As can be seen from this table, Metro Windsor population has been extremely variable with decreases from the previous year occurring in 1956, 1958, 1961 and 1962. The Riverside population, however, has shown an increase every year although the percentage increase has been inconsistent ranging from 18.7% in 1951 to as





TABLE 8

WAGE AND SALARY LEVELS IN METROPOLITAN WINDSOR AND RIVERSIDERiverside:

	<u>Male</u>	<u>% of Total M</u>	<u>Female</u>	<u>% of Total F</u>	<u>Total</u>	<u>% of Total</u>
Under 1000	275	6.7	349	22.4	624	11.0
1000 - 1999	164	4.0	272	17.5	436	7.8
2000 - 2999	208	5.1	301	19.3	509	9.0
3000 - 3999	502	12.2	350	22.4	852	15.1
4000 - 5999	1786	43.6	246	15.8	2032	35.9
6000 & over	1163	28.4	40	2.6	1203	21.2
	<u>4098</u>	<u>100.0</u>	<u>1558</u>	<u>100.0</u>	<u>5656</u>	<u>100.0</u>
Average Wage and Salary in \$.			Male - 4940		Female - 2449	

Metropolitan Windsor:

	<u>Male</u>	<u>% of Total M</u>	<u>Female</u>	<u>% of Total F</u>	<u>Total</u>	<u>% of Total</u>
Under 1000	3815	9.1	4263	25.0	8078	13.6
1000 - 1999	2987	7.1	3627	21.3	6614	11.2
2000 - 2999	4389	10.4	3739	21.9	8128	13.8
3000 - 3999	8129	19.4	3268	19.2	11397	19.4
4000 - 5999	16527	39.4	1881	11.0	18408	31.2
6000 & over	6141	14.6	289	1.6	6430	10.8
	<u>41988</u>	<u>100.0</u>	<u>17067</u>	<u>100.0</u>	<u>59055</u>	<u>100.0</u>
Average Wage and Salary in \$.			Male - 4002		Female - 2182	

Source: 1961 Census



TABLE 9

LABOUR FORCE OF METROPOLITAN WINDSOR AND RIVERSIDE  
BY OCCUPATION AND WAGE EARNERS

	<u>Metropolitan Windsor</u>	<u>% of Total</u>	<u>Riverside</u>	<u>% of Total</u>
All Occupations	49,166	100.0	4,790	100.0
Managerial Occupations	5,537	11.3	907	18.9
Professional and Technical Occupations	4,135	8.4	673	14.1
Clerical	4,380	8.9	531	11.1
Sales	3,017	6.1	395	8.2
Service & Recreation	4,112	8.4	251	5.3
Transport and Communications	4,016	8.2	232	4.8
Farmers & farm workers	909	1.8	26	.5
Loggers and related workers	3	-	-	-
Fishermen, trappers and hunters	4	-	3	.1
Miners, Quarrymen and Related workers	82	.2	2	-
Craftsmen, production process and related workers	19,044	38.7	1,530	31.9
Labourers not else- where specified	2,544	5.2	156	3.3
Occupations not stated	1,383	2.8	84	1.8

Source: 1961 Census

6/12/65





TABLE 10

PROJECTED POPULATION LEVELS  
FOR METROPOLITAN WINDSOR AND RIVERSIDE

<u>Year</u>	<u>Metro Windsor</u>	<u>Riverside</u>	<u>Riverside as % of Windsor</u>	<u>Annual % Increase</u>
<u>Assessed Population</u>				
1950	160,935	8,030	4.75	
1951	169,292	9,535	5.63	.88
1952	174,241	10,138	5.82	.19
1953	177,144	10,840	6.12	.30
1954	182,523	12,003	6.57	.45
1955	189,066	12,548	6.64	.07
1956	184,852	13,726	7.45	.81
1957	188,968	14,798	7.84	.39
1958	187,939	15,559	8.29	.45
1959	192,122	16,716	8.70	.41
1960	193,805	17,549	9.06	.36 )
1961	193,704	17,911	9.25	.19 )
1962	193,481	18,272	9.45	.20 ) .234
1963	193,698	18,836	9.72	.27 )
1964	197,469	19,498	9.87	.15 )
<u>Projected Population</u>				
1966	(201,000)	20,783	10.34	
1971	(212,000)	24,401	11.51	
1976	* 225,000	28,530	12.68	
1981	* 241,500	33,447	13.85	
1986	* 260,000	39,052	15.02	

\* From Ontario Department of Economics

# TABLE

Showing the results of the examination of the  
 various specimens of the various kinds of wood  
 and the various kinds of stone and the various kinds of metal

Specimen	Kind of wood	Kind of stone	Kind of metal	Result
Specimens of wood				
1	Oak	Granite	Iron	Good
2	Pine	Sandstone	Steel	Good
3	Maple	Limestone	Copper	Good
4	Birch	Slate	Aluminum	Good
5	Walnut	Marble	Brass	Good
6	Cherry	Gneiss	Gold	Good
7	Hickory	Quartzite	Silver	Good
8	Alder	Basalt	Platinum	Good
9	Boxwood	Andesite	Palladium	Good
10	Yew	Diorite	Rhodium	Good
11	Juniper	Gabbro	Palladium	Good
12	Cedar	Granite	Rhodium	Good
13	Redwood	Sandstone	Palladium	Good
14	White pine	Limestone	Rhodium	Good
15	Yellow pine	Slate	Palladium	Good
16	Black pine	Marble	Rhodium	Good
17	Green pine	Gneiss	Palladium	Good
18	Blue pine	Quartzite	Rhodium	Good
19	Brown pine	Basalt	Palladium	Good
20	Grey pine	Andesite	Rhodium	Good
21	White oak	Diorite	Palladium	Good
22	Black oak	Gabbro	Rhodium	Good
23	Red oak	Granite	Palladium	Good
24	Yellow oak	Sandstone	Rhodium	Good
25	Green oak	Limestone	Palladium	Good
26	Blue oak	Slate	Rhodium	Good
27	Brown oak	Marble	Palladium	Good
28	Grey oak	Gneiss	Rhodium	Good
29	White pine	Quartzite	Palladium	Good
30	Black pine	Basalt	Rhodium	Good
31	Red pine	Andesite	Palladium	Good
32	Yellow pine	Diorite	Rhodium	Good
33	Green pine	Gabbro	Palladium	Good
34	Blue pine	Granite	Rhodium	Good
35	Brown pine	Sandstone	Palladium	Good
36	Grey pine	Limestone	Rhodium	Good
37	White oak	Slate	Palladium	Good
38	Black oak	Marble	Rhodium	Good
39	Red oak	Gneiss	Palladium	Good
40	Yellow oak	Quartzite	Rhodium	Good
41	Green oak	Basalt	Palladium	Good
42	Blue oak	Andesite	Rhodium	Good
43	Brown oak	Diorite	Palladium	Good
44	Grey oak	Gabbro	Rhodium	Good
45	White pine	Granite	Palladium	Good
46	Black pine	Sandstone	Rhodium	Good
47	Red pine	Limestone	Palladium	Good
48	Yellow pine	Slate	Rhodium	Good
49	Green pine	Marble	Palladium	Good
50	Blue pine	Gneiss	Rhodium	Good

Prepared by the U. S. Geological Survey, Washington, D. C.

low as 2.06% in 1961. The relationship between the two population figures does, however, give a more consistent trend and this is shown in Table 10 under the column Riverside on a percentage of Metro Windsor, and also the annual increase of this percentage. From the latter for the period 1960 - 1964, the Riverside population as a proportion of Metropolitan Windsor increases at an average annual rate of 0.234% per year and a projection of future population on this basis is given in Table 10. The advantage of using this method is that the population changes due to economic fluctuations are to some extent equalized, since Metropolitan Windsor and Riverside are related in this respect.

With the incorporation of the Town into a single metropolitan municipality, its rate of growth may be significantly altered. The availability of good residential land, the demand for which presently appears significant, coupled with the availability of services make it an attractive area in the metropolitan context. In these terms any population projection for the Town is not of significant value. The attitude has, therefore, been adopted that the whole area considered is one in which development will eventually take place and a plan for this has accordingly been framed in this report.





## SECTION 3

### EXISTING LAND USE AND DENSITY



### 3. EXISTING LAND USE AND DENSITY

The existing land use pattern of the Town is well defined with a fairly clear separation of uses. The Town is principally a residential community with a marked preponderance of single family houses, (Map No. 2). A few apartment buildings have recently made their appearance and with few exceptions, these are concentrated in places along Wyandotte Street. Retail commercial development is also concentrated along Wyandotte Street in identifiable groups, firstly in the west part of the Town, i.e. the originally established commercial area; then in the vicinity of the Arena and St. Rose Park, and then at the junction of Wyandotte Street and Lauzon Road including a large supermarket. Retail commercial is also concentrated at the foot of Lauzon Road where it meets Riverside Drive. Other retail commercial is limited to a very few neighbourhood stores. Marine commercial activity with specialty marine supplies and taverns is found at several locations along the Detroit River.

A small development of builders supply and lumber yards has made its appearance along Lauzon Road towards the C.N.R. tracks and an industrial area is presently developing south of Tranby Avenue. Other uses in the developed area are mainly institutional and parks with the water and sewage treatment plants located close to the Little River.

Except for some fairly scattered residential development, the area east of the Little River is mainly used for agricultural purposes. Along the edge of the Detroit River the area is mainly devoted to homes interspersed with some summer cottages and a couple of marinas. There is a new subdivision immediately east of the Little River and groups of homes are also found on several other streets to the east. Several industries are located on the St. Clair River at one point half-a-mile east of the mouth of the Little River and one other to the south of here. The remainder of the area is farm land.









In 1965 the total area of the Town amounted to 2,617 acres, consisting of the following predominant land uses:







# LEGEND

-  RESIDENTIAL-SINGLE FAMILY
-  RESIDENTIAL-MULTIPLE FAMILY
-  RETAIL COMMERCIAL
-  MARINE COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL & PUBLIC
-  PARK & OPEN SPACE
-  VACANT & AGRICULTURAL

## MAP NO. 2 EXISTING LAND USE

PROCTOR REDFERN BOUSFIELD & BACON  
CONSULTING ENGINEERS & TOWN PLANNERS

75 EGLINTON AVENUE EAST TORONTO 12 TEL: 462-1111

DRAWN Z F	APPROVED DEC 65	DATE DEC 65	DRAWING NUMBER B-65524-1
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	<u>Acres</u>
Residential	1,277
Commercial	44
Industrial	40
Parks	42
Institutional	87
Other uses	32
Sub-Total, developed area	1,522
Vacant Land	1,079
Total area of Town	2,601
Area between Town and C.N.R.	1,124
Area Total	3,725

The acreages of these areas for individual neighbourhoods and for each district, east and west of the Little River, are given in Appendix A.

The 1964 assessed population of the Town was 19,498; the increase in the last year is estimated as about 1000 people so that the total now is about 20,500. On the basis of this population and the above acreages the prevailing densities are as follows:

	<u>Persons per acre</u>
Gross Density (population/total developed area)	7.5
Neighbourhood Density (population/residential land plus parks, schools, etc.)	14.9
Net Residential Density (population/residential land)	16.2

Compared to many suburban areas adjacent to other large centres in the Province, these densities are low. They reflect the extensive development of single family homes, many of which are on generous lots, and the rectangular street pattern which gives a higher acreage in streets. The remaining vacant areas west of the Little River may be expected to continue developing at existing densities or slightly higher; they are here projected at 17 persons per acre, which assumes predominantly single family detached housing. Some multiple housing will undoubtedly occur but because of the





location of vacant sites and the nature of surrounding development it would not appear reasonable to assume a greatly increased overall density. The newer areas east of the Little River are expected to develop at significantly higher densities. With a more economical subdivision pattern and a trend to more multiple family accommodation and apartments an overall neighbourhood density of 22 persons per acre is projected for this area. This figure is based on what is presently known of proposals currently being formulated by a major developer in the area. The possibilities of higher densities than this with even larger amounts of multiple family accommodation should not be ruled out since these are occurring in other major urban centres.



## SECTION 4

### ENGINEERING CONSIDERATIONS





#### 4. ENGINEERING CONSIDERATIONS

##### Sewage Disposal System

The Town of Riverside has had a sewage disposal system since 1925. This original system became seriously overloaded towards the end of the 1950's necessitating the construction of extensive new facilities including trunk sewers and a new disposal plant.

The design capacity of the new plant located adjacent to the Little River (Map No. 3) is 4.0 million gallons per day with ample allowance for an eventual doubling of this. It is to serve an area comprising the Towns of Riverside and Tecumseh, the Village of St. Clair Beach and adjacent parts of the City of Windsor and the Township of Sandwich East. The Sewerage Report, 1960, prepared by C. G. Russell Armstrong, on which the system is based, indicated that it would serve an eventual population of some 100,000 people and they suggested that future stages of the plant be constructed to provide for an ultimate installed treatment capacity of 16 million gallons per day. On this basis, no problems of plant capacity would be experienced for development anywhere in the area considered in this report.

The main sanitary trunk sewer for the Town lies under Wyandotte Street collecting the bulk of the sewage from the developed part of the Town and conveying it to the new treatment plant. For several years this sewer was seriously overloaded but the problem has now been alleviated with the completion of the Clairview Sanitary Relief Sewer. The Edgar Avenue Sanitary Trunk Sewer has also recently been constructed from the Township of Sandwich East through the Town. These sewage works now provide sufficient capacity for the future development of any remaining vacant areas in the Town west of the Little River.

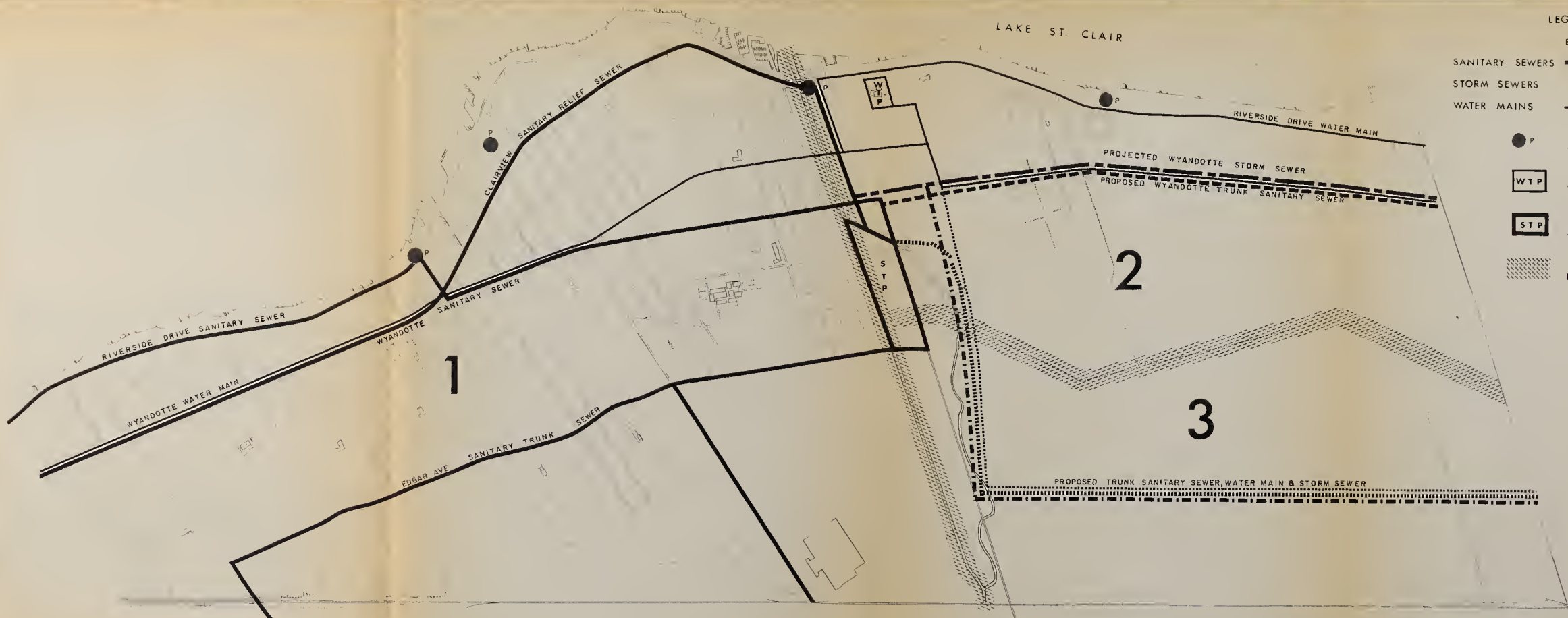
East of the Little River development along the shore of Lake St. Clair is served by local sewers only. A new major trunk sewer is projected along the road allowance for Wyandotte Street and will continue eastwards to serve the Town of Tecumseh and the Village of St. Clair Beach. This sewer has been designed with sufficient capacity to serve all lands in the Town east of the Little River. Since the construction of this sewer is now imminent, there would appear to be no problems of sewage disposal for this area. Furthermore, since the sewer will be built right through to Tecumseh, the whole area may be served within a short time.

THE JOURNAL OF THE ROYAL ANTHROPOLOGICAL INSTITUTE, VOL. LXXV, PART 1, 1945. PUBLISHED BY THE INSTITUTE, 21, BEDFORD SQUARE, LONDON, W.C.1.

CONTENTS. — I. THE JOURNAL OF THE ROYAL ANTHROPOLOGICAL INSTITUTE, VOL. LXXV, PART 1, 1945. PUBLISHED BY THE INSTITUTE, 21, BEDFORD SQUARE, LONDON, W.C.1. — II. THE JOURNAL OF THE ROYAL ANTHROPOLOGICAL INSTITUTE, VOL. LXXV, PART 1, 1945. PUBLISHED BY THE INSTITUTE, 21, BEDFORD SQUARE, LONDON, W.C.1.

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**LEGEND**

	EXISTING	PROJECTED	PROPOSED
SANITARY SEWERS			
STORM SEWERS			
WATER MAINS			
P	PUMPING STATIONS		
WTP	WATER TREATMENT PLANT		
STP	SEWAGE TREATMENT PLANT		
	1,2,3 DEVELOPMENT PHASES		



**MAP NO. 3**  
**ENGINEERING CONSIDERATIONS**  
**& PHASING**

PROCTOR, REDFERN BOUSFIELD & BACON  
 CONSULTING ENGINEERS & TOWN PLANNERS  
 75 EGLINTON AVENUE EAST, TORONTO 12, CANADA  
 TELEPHONE 46-1171

DATE	APPROVED	DATE	APPROVED
DEC-65			

8-65524-1





Thus, existing and immediately projected works mean sewage disposal facilities will be available for development anywhere within the present boundaries of the Town. For the part of Sandwich East between the boundary and the C.N.R. tracks no sewers are projected at present. In the Russell Armstrong report it was anticipated that development would take place in this area but it was not suggested that the projected sewer on Wyandotte Street would be sufficiently large to service the area. Subsequent to this a report was prepared by Gore and Storrie Ltd. in 1962 for the City of Windsor on the engineering implications of the then proposed annexation. This report proposed a trunk sewer southwards from the treatment plant just east of the Little River, with another trunk running eastwards about a quarter-mile north of the C.N.R. tracks.

### Storm Drainage

The Town has for many years had a separate system of both storm and sanitary sewers. Until recently, storm water connections had been made to the sanitary sewer system but since these are illegal, proposals have been made to eliminate them. A cross connection between the storm and sanitary systems made to give emergency relief to the overloaded sanitary system has also been eliminated so that the two systems are now separated.

With the construction of the Clairview Sanitary Sewer, the Town west of the Little River should not experience any problems of storm drainage. East of the Little River a trunk storm sewer is projected along with the sanitary sewer so that storm drainage in this area should not pose any problems after it is completed.

### Water Supply

The water supply for the Town is obtained from the Riverside - Tecumseh Joint Waterworks Board which serves both these municipalities, St. Clair Beach and adjacent parts of Sandwich East Township. The Board constructed a new water treatment plant in 1960 on the lakeshore (Map No. 3) just east of the Little River. This plant has a rated capacity of 4 million gallons per day sufficient to supply about 25,000 people. The plant was designed for an eventual extension to 24 million gallons per day which would probably be sufficient for over 150,000 people. Therefore, there would appear to be no problem as far as treatment is concerned for the development of the whole area considered in this report.





The water distribution system is connected through to the Windsor system although the connection is not presently used. In the Gore and Storrie report referred to above, it was noted that expansion of the Town to a population of 36,000 people, as then projected, would need an expansion of the plant. The report observed that to serve this number it might be more economical to supply the increase from Windsor rather than expand the plant. However, the urbanization of the area of Sandwich East between the Town boundary and the C.N.R. tracks would increase the population considerably above 36,000 so that expansion of the plant would seem the best way of supplying the whole area.

The present built up area is served by trunk watermains along Wyandotte Street and Riverside Drive and the main along Wyandotte also runs through to serve Tecumseh and St. Clair Beach. This main can also serve the area east of the Little River but no proposals have been made for mains to serve the area between the boundary and the railway.

### Roads

The Windsor Area Transportation Study, 1963, by M. M. Dillon and Co. Ltd. classified Riverside Drive, Lauzon Road and Wyandotte Street from the Windsor boundary to Lauzon, as arterials, and Wyandotte between Lauzon and Riverdale Avenue, Riverdale Avenue between Wyandotte and Riverside Drive and Jefferson Boulevard, as collector roads. Road improvements are designated for Riverside Drive for 1971 to 1976 and for Wyandotte Street for 1977 to 1982. This study did not anticipate development in the east part of the Town and no recommendations were made for that area.

As far as the built-up part of the Town is concerned this classification appears adequate. However, with the exception of Wyandotte Street, with a right-of-way width of 80 feet, the arterials suffer from restricted widths. Lauzon Road varies up to 90 feet in places but over most of its length is 66 feet, while Riverside Drive east of the vicinity of Lauzon Road is generally only 50 feet, narrowing down to 43 feet in places. Widening of these roads would prove very expensive with the necessary property acquisition. It might be feasible in the case of Lauzon Road but is most doubtful for Riverside Drive. It would be preferable if this latter road could be assigned a collector status west of Lauzon Road and every effort should be made to direct traffic from the areas east of Lauzon along Wyandotte





Street or across the C.N.R. tracks to Tecumseh Road. With the development of the remaining vacant land west of Lauzon Road the designation of Edgar Avenue, as far as Jefferson Boulevard, as a collector and Wyandotte east of Lauzon Road, as an arterial, would probably be warranted and this is indicated on Map No. 4.

East of the Little River a new major road network will be needed and a recommended pattern of arterials is set out on Map No. 4. In these proposals Riverside Drive maintains its arterial status and an easterly extension of Wyandotte Street is recommended as the major road to serve the area. The present unopened allowances for both Wyandotte Street and Little River Boulevard should be abandoned as they would not be well suited to the best development of this area. The new alignment of Wyandotte Street should follow the east side of the Little River after crossing it, as far south as the Town boundary. Then it turns eastwards along this boundary for upwards of half-a-mile when it swings south-east again across the centre of the area between the boundary and the C.N.R. tracks. This proposed alignment would locate the road roughly across the centre of the east district forming a spine around which the rest of the area may be planned. Although this proposal may run contrary to some established thinking, it is strongly recommended as being the basis for developing a desirable circulation pattern that would serve the area well.

North to south arterial connections will be necessary to connect with Riverside Drive and Tecumseh Road (Highway 39). Since the major direction for traffic flow will be to and from Windsor, these are proposed somewhat west of the centre of the district to fit in with the neighbourhood system as proposed below. Parallel to the C.N.R. tracks the railway owns land to a depth of about 1000 feet. The use of this land for industrial purposes is discussed below in the section dealing with proposed land use. If the land does develop industrially it should be serviced by another east to west arterial road which would also carry the traffic from the residential area to the north out to Tecumseh Road in the vicinity of the Little River.

The internal circulation for the district should be provided by collector roads based on the proposed neighbourhood pattern. Detailed locations of these roads will have to be worked out at the subdivision design stage. This is presently being done in the case of some major developments in the area but since these are not yet complete such collectors have been omitted from the map.

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LAKE ST. CLAIR

# LEGEND

ON EXISTING RIGHT-OF-WAY      PROPOSED RIGHT-OF-WAY

ARTERIALS      COLLECTORS



MAP NO. 4  
ROAD PROPOSALS

PROCTOR, REDFERN, BOUSFIELD & BACON  
CONSULTING ENGINEERS & TOWN PLANNERS  
75 EGLINTON AVENUE EAST TORONTO 12    TELEPHONE 487-1121

DATE	DECEMBER 1965	PROJECT NO.	B-65524-1
DRAWN BY	Z.T.	CHECKED BY	







### Phasing

The proposal in the Gore and Storrie report noted above for a trunk sanitary sewer in the area between the Town boundary and the C.N.R. tracks would provide satisfactory servicing for the whole of this area. Watermains and storm sewers may also follow a similar route which may coincide as far as possible with that of the proposed arterial road in the middle of this area.

On the basis of the existing and projected sewage works and the latter proposals made above, the development of the whole area being considered in this report may logically be divided into three phases. Phase One would be development which may take place anywhere west of the Little River where all services are now provided; Phase Two would be development dependent upon the construction of the Wyandotte trunk sanitary sewer, taking place east of the Little River in the watershed of this sewer and generally north of the Town boundary; Phase Three would be development dependent upon the proposed trunk sewer and other arteries serving the area generally south of the Town boundary as far as the C.N.R. tracks.

The timing of these phases will depend very much on the availability of finances for the construction of services and on the demands for residential development. Phase Two, consisting of Neighbourhoods B-1 to B-3, will undoubtedly be commenced as soon as the Wyandotte sewer is constructed. The area included in this phase would accommodate something like 15 to 18,000 people so that development may be spread over a considerable number of years. Phase Three, therefore, is probably a consideration for the 1980's or 1990's. More important than timing is sequence, and in this regard development should be encouraged as much as possible in Phase One to take advantage of existing services. Phase Two should be proceeded with quite slowly until Phase One is largely complete. Phase Three should not be contemplated until Phase Two is considerably far advanced.

A complicating factor in this phasing could be the development of the industrial area necessitating trunk sewers and watermains to service it while Phase Two is only in its earlier stages. Pressures to develop Phase Three might well ensue and be difficult to resist. In this case, strict attention will need to be paid to the costs and timing of other facilities such as schools, parks, etc. before any decision on Phase Three is made.



## SECTION 5

### PLANNING DISTRICTS AND NEIGHBOURHOODS





## 5. PLANNING DISTRICTS AND NEIGHBOURHOODS

In approaching the planning of any facility in an urban area, it is first necessary to divide it into smaller parts. This has to be done to reduce what is otherwise too unwieldy a geographic mass to smaller pieces that may be more readily understood. These smaller parts may then provide a basis upon which the facility in question may be organized. The major division in the scheme proposed here is referred to as a "Planning District" and the smaller units within the district are referred to as "Neighbourhoods". The size of these divisions, in terms of their population, may vary considerably, but a useful and widely recognized approach, adopted here, is to take a neighbourhood to include the number of people needed to support an elementary school and a planning district to include the number that may be served by a secondary school. Since Riverside has almost as many Roman Catholics in its population (45.8% in 1961) as other denominations, and there is no reason to suppose that it will not do so in the future, the neighbourhoods should be made large enough to support both a separate school and an elementary school. In defining suitable boundaries for these divisions, the Little River, the C.N.R. tracks, and major roads were used where possible since these form obvious defining limits.

The area bounded by the City of Windsor boundary, the Town of Tecumseh boundary, and the C.N.R. tracks may conveniently be divided at the Little River giving two districts. That to the west contains most of the existing development and the Riverside High School. That to the east is largely undeveloped at present but when built up, will be of sufficient size to support at least one additional high school.

Planning the district east of the River, District B, on a neighbourhood basis is a relatively straightforward matter since existing development poses few problems; Map No. 5 sets out the proposals which are based on the anticipated number of elementary schools. However, the developed area west of the River, District A, poses problems in trying to fit neighbourhoods to the distribution of schools and, at the same time, having the unit cut as little as possible by major roads. Indeed the existing situation makes this effort little more than an academic exercise, except that it does provide a frame of reference within which the adequacy of parks and school classrooms may be gauged.



# WEST DISTRICT A

# EAST DISTRICT B

LAKE ST. CLAIR

A-1

A-2

A-3

A-4

B-1

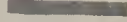
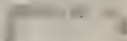
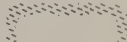
B-2

B-3

B-4

B-5

## LEGEND

-  DISTRICT BOUNDARY
-  RESIDENTIAL NEIGHBOURHOOD
-  INDUSTRIAL AREA

MAP NO. 5  
**PLANNING DISTRICTS  
 & NEIGHBOURHOODS**

PROCTOR, REDFERN, BOUSFIELD & BACON  
 CONSULTING ENGINEERS & TOWN PLANNERS  
 75 EGLINTON AVENUE EAST, TORONTO, ONT. L4M 1K7  
 TEL. 467-1171

DATE	BY	DATE	BY
DEC 1983	B-65524-1		









The area west of Jefferson Boulevard forms a logical neighbourhood containing a separate school and an elementary school; it also contains a senior elementary school, but it is presumed that this serves a considerably wider area. Jefferson Boulevard and Lauzon Road form logical boundaries and enclose a substantial area that should be divided further. Wyandotte would form an obvious division, but the area to the north only has a capacity of about 600 people which is too small for one neighbourhood. The other obvious division is along Edgar Avenue. The capacity south of this is about 4000 people, which is still somewhat small, although the area has both a separate school and an elementary school. Of these two alternatives, the latter has been selected as being preferable, although it is realized that the two areas do not really function as neighbourhoods and that the school distribution only bears a small relationship to them. Between Lauzon Road and the district boundary at the Little River, it is only possible to form one neighbourhood since any division along Wyandotte Street would result in an area to the south with a capacity of not more than 2700 people. This area now contains one elementary school and two separate schools, one of which is to be replaced by a new larger school in 1966.

For District B, east of the Little River, proposed neighbourhoods are based on the road system given above. Projections indicate a population of around 25,000 for this district and a need for 10 to 12 schools. Since each neighbourhood will require both separate and public schools these may be accommodated in the five neighbourhoods proposed on Map No. 5.



SECTION 6

PARKS





## 6. PARKS

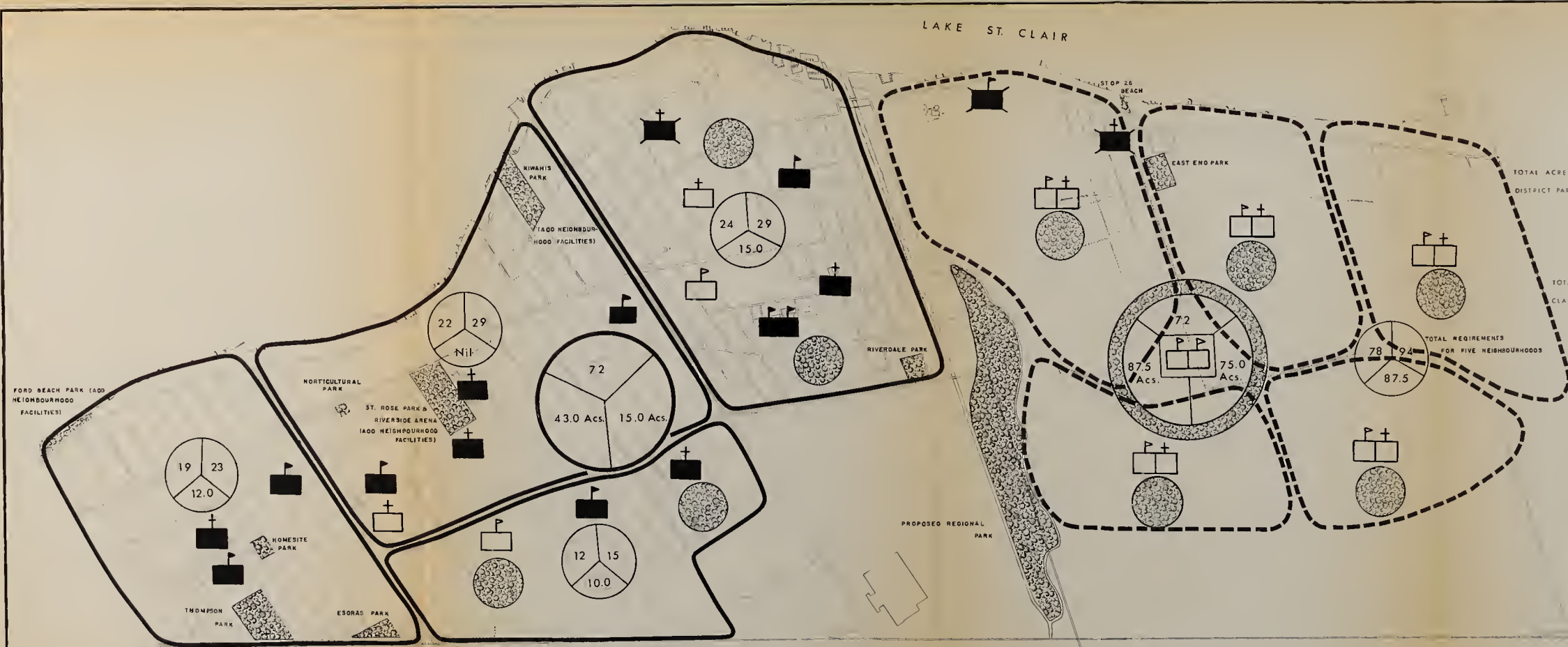
Areas presently devoted to parks and open space are illustrated as public open space on the existing land use Map No. 2 and on Map No. 6. From these maps, it can be seen that the older parts of the Town are fairly well supplied with parks but the newer parts are very poorly off. The total area of parks and open space amounts to about 42 acres, which, for a population of about 20,000 people, represents 2.1 acres per 1000. In addition, part of the space on school sites is used as playground space but with one or two exceptions the amount of land involved is small. Compared to commonly accepted standards, the Town is inadequately provided with open space. Detailed existing acreages for each neighbourhood and district are given in Appendix A and may also be seen in Table 11.

One of the most widely used standards for planning parks and open space in urban areas is that of the United States National Recreation Council. This body recommends a total of 20 acres per 1000 people, made up of 10 acres in regional parks and conservation areas, 7 acres for passive parks and open space and 3 acres for playgrounds and other land for active recreation facilities. The recent plan for Municipal Recreation Areas in the City of Windsor prepared by the Department of Planning and Urban Renewal, and the Department of Parks and Recreation quotes the accepted city-wide standard as being 10 acres (this would be apart from regional parks and conservation areas). However, from the lack of available land in the city, they conclude that a realistic standard to be aimed for would be a little less than 5.0 acres.

From the point of view of appropriate standards, Riverside presents a problem since it comprises both fully built up areas as well as wholly vacant ones. Since this report is only dealing with the area of the Town and a small part of Sandwich East adjacent, it is not proposed to consider regional needs in detail, since these should be looked at on a Metropolitan Windsor basis. Consideration is given to one area, however, which does lend itself to the establishment of a regional park.

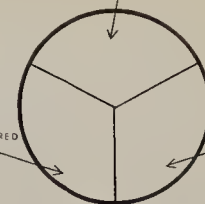
With the available vacant land in the Town, the standard adopted in Windsor is considered to be too small. Demands for recreation space are rising with higher standards of living and greater amounts of leisure time; any planning program must recognize this. On the other hand, it is realized that the acquisition of additional land in already developed areas





# LEGEND DISTRICT REQUIREMENTS

TOTAL SECONDARY SCHOOL CLASSROOMS REQUIRED



TOTAL ACREAGE FOR  
DISTRICT PARKS REQUIRED

TOTAL ACREAGE FOR  
PASSIVE OPEN SPACE  
REQUIRED

## NEIGHBOURHOOD REQUIREMENTS

TOTAL PUBLIC SCHOOL  
CLASSROOMS REQUIRED

TOTAL SEPARATE SCHOOL  
CLASSROOMS REQUIRED

TOTAL ACREAGE FOR  
NEIGHBOURHOOD PARKS REQUIRED

	EXISTING	PROPOSED	TO BE ABANDONED
SECONDARY SCHOOLS			
PUBLIC ELEMENTARY SCHOOLS			
SEPARATE ELEMENTARY SCHOOLS			
PARKS			

NEIGHBOURHOOD BOUNDARY

## MAP NO. 6 SCHOOLS & PARKS

PROCTOR, REDFERN, BOUSFIELD & BACON  
CONSULTING ENGINEERS & TOWN PLANNERS  
75 EGLINTON AVENUE EAST TORONTO, ONT. L4M 1K1

DRAWN: Z.T. DATE: DEC-65 PROJECT: B-65524-1









TABLE 11

PARKS AND OPEN SPACE REQUIREMENTS

Neighbour- hood or District	Population Capacity	Neighbourhood Parks		District Parks		Passive Open Space	
		Exist- ing	By Standard x 3.5	Pro- posed	Exist- ing	By Standard x 3.5	Pro- posed
A-1	6,200	9.2	21.7	12.0	*2	18.6	-
A-2	7,000	*1	24.5	*1	18.3	21.0	-
A-3	4,000	0	14.0	10.0	0	12.0	5.0
A-4	7,800	3.0	27.3	15.0	0	23.4	10.0
District A West of Little River	25,000	12.2	87.5	37.0	18.3	87.5	43.0
B-1	7,000	0	24.5	24.5	0	24.5	24.5
B-2	6,000	10.0	21.0	21.0	0	21.0	21.0
B-3	6,000	0	21.0	21.0	0	21.0	21.0
B-4	3,000	0	10.5	10.5	0	10.5	10.5
B-5	3,000	0	10.5	10.5	0	10.5	10.5
District B East of Little River	25,000	10.0	87.5	87.5	0	87.5	87.5

Notes \*1 This neighbourhood to be served by the district parks.

\*2 Appreciable passive open space provided by street boulevards, courts, etc.

\*3 Rough approximations only.

6/12/65



presents serious problems. Weighing the various factors involved it is recommended that provided appropriate regional parks will be created a standard of 10 acres of parks and open space be adopted for the District east of the Little River but that the resulting deficiency that this would make in developed areas be recognized and that lesser amounts will have to suffice in these special cases.

It is further recommended that this provision of 10 acres per 1000 of parks and open space in the area generally be broken down as 3.5 acres for neighbourhood parks including local playgrounds, 3.5 acres for district parks and community recreation facilities and the remainder for passive open space in the form of landscaping, buffering, walkways and the other miscellaneous green areas that improve urban amenity.

In order to implement these standards the 5% provision in Section 28 of The Planning Act will generally allow for the establishment of neighbourhood parks in the required amount, and may, where the density is low, yield additional resources. These provisions will not, however, yield enough to provide district parks as well nor will they alleviate the deficiencies in developed areas. For these purposes and for many passive open space requirements it is necessary to use municipal funds. Section 18 of The Public Parks Act and Section 377, ¶ 69 of The Municipal Act provide for the levying of a special rate of up to two mills on the assessed value of all rateable property for the purposes of acquiring parks, recreation facilities, community centres, and other allied works. In view of the present inadequacies of parks and open space in the area, it is strongly recommended that the appropriate provisions of these acts be adopted.

The existing situation for parks and open space may be seen from the figures given in Table 11. Neighbourhood A-1 west of Jefferson Boulevard has about 9 acres of park. It contains three neighbourhood active parks, Thompson, Homesite and Esdras, all in the south half. The area south of Wyandotte Street is adequately served by these but the area to the north would profit from the creation of a local active park. Ford Beach Park, presently closed owing to pollution from the river, would offer future potential. At any time that this park is reopened it is recommended that active recreation facilities in the form of swings, slides, etc. be added. Park proposals are illustrated on Map No. 6.

Neighbourhood A-2 contains two large parks, Kiwanis and the St. Rose Park and Arena, and also a large playing field attached to one of the schools. While these two parks are more district in nature than







neighbourhood, serving the whole Town, they do also perform a neighbourhood function. An improvement in the facilities to bring them up to the standard of the other neighbourhood parks would mean that this neighbourhood would then be reasonably served.

The neighbourhood to the south, A-3, presently contains no parks. Two schools have between them about 2-1/2 to 3 acres of playground space but this is quite insufficient to serve the area. Vacant land exists south of the Separate School and immediate steps should be taken to acquire up to four acres here in order to provide a neighbourhood park. A further five or six acres should also be acquired as soon as possible in the large vacant area in the west half of the neighbourhood, since it is likely that this whole area will be developed over the next few years.

The remaining neighbourhood west of the Little River, A-4, contains only the 3 acre Riverdale Park, located in the extreme south-east corner, although there is also a large playground with one of the schools. While a considerable amount of vacant land still exists in this neighbourhood the acquisition of additional park space is urgent. Firstly to provide the inhabitants north of Wyandotte Street with facilities, and secondly, because the area will be completely built-up over the next few years. A new Separate School is projected for 1966 south of Chappelle Street between St. John St. and Isack Drive. Ideally, an appropriate amount of land, 5-6 acres, in the vacant block of land to the south of this should be devoted to a neighbourhood park but it is understood that a shopping centre is proposed on the site. If these circumstances prevent any possibility of creating a park here then land in the presently vacant block to the north should be acquired for a park. Additional parkland would still be desirable in this neighbourhood and although not centrally located, the Riverdale Park should be expanded if 2 or 3 acres of vacant land on its east side can be acquired. Further land might also be acquired in newly developing subdivisions so that parkettes and tot lots can be created to provide more junior recreation facilities for the area.

Eighty-six acres of district park would be necessary to meet the proposed standard if applied to District A west of the Little River. At present only about 18 acres may be said to perform this function. The creation of another district park adjacent to the High School would certainly be warranted and some 25 acres for this purpose might well be acquired here. Further district parkland would not appear feasible, however, so that a total of 43 acres is perhaps all that can be achieved.





Passive Open Space in the form of parks in the Town is very limited, consisting of the Horticultural Park next to the library, the park adjacent to the St. Clair River north of Kiwanis and the Stop 26 beach park. All told these amount to less than an acre and a half. However, there is a considerable amount of other passive open space in the form of boulevards, interior courts and partially unopened road allowances in the older residential areas. These are a considerable asset to the Town and provide a very welcome amenity in the urban scene. It is to be regretted that the principle has not appeared so readily in the newer areas. Detailed proposals for this kind of open space which need to be made at the subdivision level of planning would be beyond the scope of this report but every encouragement should be given to the creation of these boulevards, courts and associated landscaping in the development of new areas, particularly when the area east of the Little River is developed.

In this area, District B, there should be no difficulty in obtaining sufficient parks and open space to meet the standards proposed. The Town has had no Subdivision Control By-law and there is little evidence of parkland acquired through the 5% provisions of Section 28 of The Planning Act. However, with the change in status through annexation at the end of the year, it is presumed that the City of Windsor will take the necessary steps to have such a by-law apply to the area considered in this report and that neighbourhood parks will be acquired in this way. Other parkland may also be acquired in the way outlined above. The required amounts are indicated symbolically on Map No. 6 as well as in Table 11 and Appendix 1.

An interesting proposal for a regional park has been made for the area adjacent to the new Sewage Treatment Plant. Details of this including a sketch plan and a supporting brief are included with this report as Appendix B. In view of the present deficiencies it is strongly recommended that this proposal be adopted forthwith. South of Little River Boulevard there is an additional strip of land between the two branches of the Little River that would pose difficulties for urban development through being cut off by the water. This land should therefore, be added to the proposed park so that a large, comprehensive regional park might be developed. The total area is about 60 acres and offers a unique opportunity for a park that would serve the whole Windsor Metropolitan Area. In addition to winter sports facilities, such a park might contain an exciting variety of summer and multi-season equipment with facilities such as a swimming pool, wading pool, model boat sailing lagoon, tennis courts, badminton courts, bowling greens, shuffleboards, a public running track, football, soccer and





rugger pitches, even perhaps a cricket field and baseball facilities.

The activity areas should be carefully separated by the judicious movement of earth to form small hills where spectators may sit and where wind breaks, consisting of the hills themselves plus trees, may be formed. The area should be first heavily planted with trees and shrubs so that their beneficial appearance and shade will be felt at the earliest possible date - bearing in mind that such may be 10 years hence, even if 10 foot trees are planted. The first rate and imaginative concept already put forward by the Town Engineer is, we strongly urge, worthy of a continuing and complimentary effort on the rest of the land.



SECTION 7

SCHOOLS





## 7. SCHOOLS

The Town of Riverside is presently served by 15 schools; 7 public elementary, 7 separate elementary and 1 secondary school. These give adequate coverage at present but with further residential expansion a continuing demand for additional accommodation must be planned for.

Predicting this demand presents a number of problems. Expressed as a percentage of the population the present separate school enrolment is 12.2%, the public school enrolment 10.5% and the high school enrolment 4.9%. Appropriate figures to establish trends in these percentages were not available at the time these studies were carried out but information on comparable suburban locations indicate that they have been generally rising in the past few years although there are signs that, at least at the elementary level, this rise may be tapering off. At the secondary school level there seems little doubt that the percentage will continue to rise. Current emphasis on completing secondary school education, problems caused by future automation and generally rising living standards all mean a larger number of students will be staying in secondary school to complete all grades. In the absence of figures to establish trends a fairly arbitrary approach to projecting future school needs has been taken with separate and elementary schools being projected at prevailing percentages and secondary schools at a somewhat increased figure of 7.5% of population.

Projected school populations and the required number of classrooms, based on Department of Education recommendations, are given for both Districts and the west Neighbourhoods in Appendix A, and also indicated on Map No. 6.

At the present time there is a total of 72 classrooms in separate schools in District A, west of the Little River. It is understood that St. Cecile School is to be replaced within the next two years so that its 8 classrooms cannot be counted for future purposes. This will leave a total of 64 classrooms, which, compared to the projected demand of 94 rooms, means a need for an additional 30 rooms. Two new separate schools are already projected for this District, one of these, located in Neighbourhood A-4, being planned for 10 rooms. In view of the projections made here it would seem that the size of this school should be increased, possibly to 15 or 16 rooms since the site of 9 acres could accommodate them. The second projected school might then be planned for 10 rooms. If the current





practice of accommodating grades 7 and 8 pupils at St. Louis School is continued additional rooms will be needed at this school if it can be expanded, 17 rooms would appear to be an appropriate size in terms of the projected population.

The number of classrooms in public schools was not known when this report was written so future needs in District A can only be generally estimated. In view of the similarity in enrolment figures in 1964, 2,039 in public schools and 2,401 in separate schools, and the fact that there exist the same number of schools, it would seem reasonable to assume that a further two schools will also be needed for this District. The location of undeveloped land and the distribution of existing schools would indicate that new schools might be located in Neighbourhoods A-3 and A-4. A total of 78 public school classrooms is estimated as being needed for this District when fully developed. Secondary school classrooms are estimated to number 72 in order to serve this District.

In District B, east of the Little River, there are only two existing schools, one public and one separate. The separate school is only a two roomed school which is obsolete by modern standards and will be superseded by other schools when the area develops. Details of the public school are not known but unless it lends itself to expansion it too will probably be obsolete as far as further development in this area is concerned.

On the basis of the estimated population for this District, a total of 78 public school, 94 separate school and 72 secondary school classrooms will be required. These may conveniently be provided in some five public and five separate schools and in one secondary school although this last may be considered somewhat large. On this basis five neighbourhoods have been proposed for this District, (see Map No. 5). Since the capacity of each of these neighbourhoods will depend upon detailed designs, some of which are presently being worked out by major developers, no attempt has been made to apportion the classrooms by neighbourhood. It is, however, recommended that these schools should be located centrally with each neighbourhood being designed around them. The location of the secondary school to serve this district is proposed in the District Centre located between Neighbourhoods B-1, B-2 and B-4.

Since each neighbourhood will be provided with both a public and a separate elementary school, both of which should be located centrally, a sharing of facilities between the two should be attempted. Ideally, a





complete integration of the two schools might be aimed at, such as is done in New Brunswick, with only separate facilities being provided where these are necessary for religious purposes. However, if this cannot be realized, as great a degree of sharing as possible should be aimed for. The resulting economies would amply repay any efforts needed to achieve this.

The estimated number of classrooms and schools and the resulting neighbourhood system, are based on the assumed density of 22 persons per acre given above and on the existing school system as far as this has been ascertained. However, trends observed in other large urban areas where an increasing number of multiple family units are being built and possible modifications in the school system could alter the proposals made here. If higher densities were proposed, this would mean more children and thus more schools than assumed here. In the case of the elementary schools the division of the Districts into six neighbourhoods might then be warranted while the number of secondary school children might become too great for one school. A high enough density to warrant two secondary schools in the District would, however, seem unlikely. On the other hand, modifications of the school system such as the introduction of vocational or junior high schools would also alter the proposals made here. It should be noted that the introduction of both higher densities and school system modifications together could be accommodated within the proposed framework. Whether there is one secondary school, or a secondary school and a vocational school for example, location in the District Centre is the important factor.



## SECTION 8

### PROPOSED LAND USE





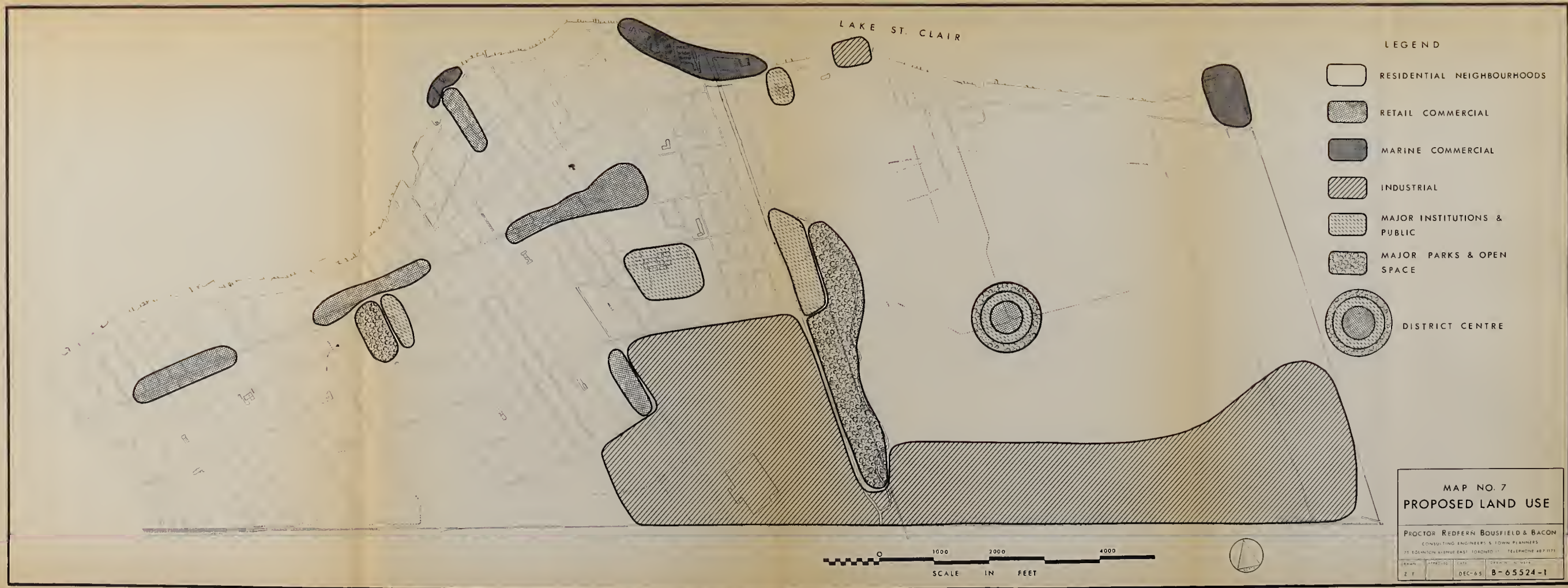
### 3. PROPOSED LAND USE

The future land use pattern of the district west of the Little River is largely circumscribed by the existing pattern and no changes are proposed to the form of this. The infilling of vacant land should logically follow from the adjacent uses and in Map No. 7 this is proposed. Some 600 acres may still be considered vacant and on the basis of the proposed land use, 340 acres of this would be developed for residential neighbourhood uses, accommodating about 5-6000 people. A few small vacant areas fronting on Wyandotte Street would be appropriate for commercial expansion and 260 acres west of Lauzon Road north of the C.N.R. tracks would be appropriate for industrial expansion. The present population and the calculated population capacity for districts and neighbourhoods are given in Appendix A. Calculations for these were based on an average of about 17 persons per acre which is similar to the density of adjacent development which infilling is believed likely to follow. However, it should be borne in mind that if a significant amount of multiple family accommodation is built this density will be increased.

East of the supermarket at the junction of Wyandotte and Menard Streets it is understood that a 13 acre shopping centre is proposed and this has been taken into account on Map No. 7. For District A, west of the Little River it is recommended that provision also be made for some additional neighbourhood commercial. The vacant area on either side of Homedale Boulevard at its southern end will be some distance from retail stores on Wyandotte Street as are adjacent developed areas particularly on the east. The introduction of some neighbourhood retail stores on Edgar Street would provide convenience shopping for the surrounding residents. The vacant area in the east end of this District is in an analagous situation and it is recommended that neighbourhood retail stores be provided for in the north part of the area along Riverside Drive.

Existing manufacturing development along Lauzon Road and Tranby Avenue has established this as an industrial area. Since a considerable amount of industrial land is also proposed to the east it would seem advisable to limit this area to that dictated by the existing situation which would be to provide a boundary on the west side of the new industries on Tranby Avenue. West of this, with appropriate physical buffering and separation, the land should be residential.





- LEGEND
- RESIDENTIAL NEIGHBOURHOODS
  - RETAIL COMMERCIAL
  - MARINE COMMERCIAL
  - INDUSTRIAL
  - MAJOR INSTITUTIONS & PUBLIC
  - MAJOR PARKS & OPEN SPACE
  - DISTRICT CENTRE

MAP NO. 7  
PROPOSED LAND USE

PROCTOR REDFERN BOUSFIELD & BACON  
CONSULTING ENGINEERS & TOWN PLANNERS  
75 EGLINTON AVENUE EAST TORONTO 17 TEL: 467-1171

DATE	APPROVED	DATE	APPROVED
DEC-65			

8-65524-1







The remaining vacant areas in this District would be suited to residential development. It may be expected from the prevailing pattern that most proposals will be for single family homes. However, some multiple family accommodation has recently been constructed and more of this may be expected. Provided that adequate facilities, particularly parks and schools, are available this trend should be permitted. In this respect, however, it is recommended that high rise apartments be guided onto land adjacent to arterial or major collector streets.

On the opposite side of Lauzon Road from the industrial area noted above a new large plant has been built by General Motors. On the basis of its presence and from the amount of land that is held by the company it is recommended that the whole area between Lauzon Road and the Little River, south of the Little River Boulevard, be reserved as industrial land. In addition to this it is understood that the Canadian National Railway owns land to a distance of about 1000 feet deep on the north side of the tracks as far as the Town of Tecumseh boundary. The railway would, no doubt, prefer this land to be also reserved for industrial purposes. Other proposals to use land for industrial purposes have been made to the north of the C.N.R. land for about another 500 feet. The industrial use of this land would be reasonable in land use terms, provided it was properly arranged with non-obnoxious and light industries adjacent to the residential areas and with appropriate screening and buffering, but its advisability compared to other proposed industrial land in the Windsor Metropolitan Area would have to be borne in mind. Since the latter is beyond the scope of this report it is noted here as a proviso. The land is shown as industrial on Map No. 7 but its alternate use for eventual residential purposes may have to be considered in a Metropolitan Plan.

The remaining use of the lands east of the Little River are designated for neighbourhood uses together with a district centre to provide public and major retail facilities.



## SECTION 9

### AMENITY AND DEVELOPMENT POLICIES





## 9. AMENITY AND DEVELOPMENT POLICIES

### Housing

The general condition of housing in the Town is good and there is no significant problem of urban renewal in this respect. A small number of deteriorating buildings do exist in the older parts and to cope with any problems that might arise from these it is recommended that policies be adopted for the rehabilitation of these buildings and for the general conservation of the total housing stock. Such policies would briefly indicate the desire to maintain and improve housing and would be sufficient to allow for the passing of a maintenance and occupancy by-law under Section 30a of The Planning Act.

From requests that have recently been made by developers and from trends observable in similar areas, a demand for more apartment buildings in the Town may be expected. As long as appropriate policies are enforced concerning their location and the adequacy of services for them, such developments will be an asset to the Town. Policies recommended as being appropriate to guide their development would be; to restrict them to favourable locations, such as proximity to the central commercial area, arterial roads, shopping centres and to appropriate locations adjacent to the Detroit River. Furthermore, other policies should ensure that there is an amenable separation between apartments and single family dwellings, and also ensure that all municipal services, including not only water supply, sewers and storm drains but also schools and parks, etc. are adequate.

With extensive vacant areas existing in the Town, it is to be expected that applications to the Committee of Adjustment for severances will continue to be made. A policy of requiring a plan of subdivision to be drawn up and registered if three or more lots are involved is considered sound and is recommended for adoption. In addition, it is also suggested that where a new road or road extension is necessary, a plan of subdivision be required, and that before any consent is granted the Committee be satisfied that all appropriate municipal services are adequate and that the development will have no adverse effect on the adjacent area.



### Conflicts Between Uses and Functions

One of the purposes of any planning recommendation is to separate mutually incompatible uses. However, there still remain many aspects of otherwise compatible uses where adverse effects need to be mitigated. Moreover, the boundaries between incompatible uses need special attention so that conflicts may be minimized. To achieve these objectives, it is recommended that specific policies be adopted to regulate the design and layout of all uses and locations where there may be any conflict. In general, these policies are to ameliorate the nuisance character of certain uses and may be broadly grouped under two headings. Firstly, policies controlling physical activities such as the arrangement and direction of lighting, the storage and loading of goods, parking and truck movements and pollution; and secondly, policies that ensure the physical separation of land uses including extra large setbacks, side and rear yards, reversed frontages, etc., architectural screening in the form of walls, trellises, fences, etc., and the arrangement of entrances and exits to buildings, and also natural screening and vegetation in the form of topographic differentiation, screens of trees and bushes and general landscaping.

Appropriate policies to secure this separation are recommended: where residential uses adjoin commercial or industrial ones, or institutional and public uses where there is frequent public activity and traffic generation; where lower density residential uses abut major roads or the Canadian National Railway; to achieve the compatible association of mixed densities in residential areas; to prevent conflicts between clean manufacturing or assembly-type industries and the more obnoxious processing industries, and in fact where any activity may hinder or be detrimental to any adjacent activity.

### Traffic Circulation on Major Roads

In order to protect the roads proposed as arterials and to maintain their traffic carrying and circulation capacities, a number of policies are desirable to prevent undue encroachment and interference upon them by abutting uses. These policies include the regulation and restriction of points of access, the requirement of reversed frontages so that abutting uses front onto adjacent collector or local roads, and standards for the signalling and posting of signs to maintain the flow of traffic. It is recommended that such policies apply to all roads designated as arterials on Map No. 4.



## THE HISTORY OF THE UNITED STATES

The history of the United States is a story of a people who have grown from a small colony of English settlers to a great nation. The story begins in 1492 when Christopher Columbus discovered the New World. The first English settlers came to the Americas in 1607, and the first American-born president, George Washington, was elected in 1789. The United States has a long and rich history, and its people have made many contributions to the world. The story of the United States is a story of a people who have grown from a small colony of English settlers to a great nation. The story begins in 1492 when Christopher Columbus discovered the New World. The first English settlers came to the Americas in 1607, and the first American-born president, George Washington, was elected in 1789. The United States has a long and rich history, and its people have made many contributions to the world.

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### General Urban Amenity

While many planning policies are concerned with the prevention of the injurious affects of development, a positive approach to create a high standard of urban amenity is of course also desirable. Many of the visual aspects of a town may be enhanced by the application of appropriate policies and it is recommended that the following be adopted.

These include policies to ensure the protection of existing trees and the planting of new trees in developments where trees do not presently exist, requirements for planting and landscaping in parking lots, around shopping centres and on any open area that would otherwise be an eyesore, requirements to ensure the regulation of private signs and the adoption by the municipality of policies to co-ordinate its own signs, and requirements to effect the placing underground of electricity, telephone and other utility cables.

### District Centre Proposal

As the area east of the Little River develops, a number of new public, institutional and commercial facilities will be required to serve it. Among these will be parks, schools, recreation buildings, churches, stores and other community services. If the development of these takes place randomly with the authority responsible for each acting independently, as is the usual way in the development of urban areas, the results will leave much to be desired in the way of convenience, attractiveness and the economical use of land. If on the other hand the activities of all the authorities responsible can be co-ordinated, a much higher standard of urban design can be achieved. It is proposed that policies to effect this co-ordination and to achieve a high standard of design be adopted.

In order to serve the area as a whole, it is projected that a district secondary school, a shopping centre, a district park and recreation facilities will be required. All of these require a location with good transportation facilities and one that is central to the area served; all have certain characteristics in common such as a need for adequate parking and adequate open space; all may co-operate to share parking space or recreation facilities. In these events, it is to their advantage that they locate where their common needs may be most economically met. A suitable





location would be adjacent to the intersection of the future Wyandotte Street and the central north to south arterial road. It is recommended that a comprehensive civic design scheme which would lead to the creation of a "District Centre" integrating these institutions and facilities together be formulated so that a development of a high standard may be achieved. Proposed separate and public elementary schools and churches in adjacent neighbourhoods might also be integrated into the scheme. A diagrammatic representation of what might be involved in a District Centre and its associated neighbourhoods is illustrated in Appendix C.

It is recommended that appropriate policies to achieve the necessary co-ordination for creating such a District Centre be adopted. While the principles governing its development may be considered now, the detailed design of the Centre would have to be done towards the time when the area as a whole is developed.

The principle of the co-ordination of community facilities that underlies the above concept of a District Centre is equally applicable to the development of the neighbourhoods east of the Little River. Each of these will require an elementary school, a separate school, local park and playground facilities, one or more churches and perhaps other facilities. The co-ordinated development of these, as has been noted above for schools, can do much to raise the standard of design and the relationship of complementary uses of land in the neighbourhood. It is, therefore, also recommended that appropriate policies be adopted to achieve these objectives.

### Non-conforming Uses

If the land use proposals made in this report are adopted, there will be some existing uses of land that will not meet certain policies. This situation needs to be recognized and it is recommended that special provisions be formulated to meet these situations. Even though an existing use may not conform entirely with the intent of the proposal, it is recommended that it be zoned in any zoning by-law in accordance with its present circumstances provided it does not constitute a nuisance to its neighbours, it does not contribute to air or water pollution and it does not interfere with the desirable development of the adjacent area. If the use does not meet these provisions or if it is desired to make it non-conforming under the zoning by-law anyway, the authority concerned should seek means to eliminate it and should expropriate if all other means fail.





## APPENDIX A

### NEIGHBOURHOOD AND DISTRICT STATISTICS



NEIGHBOURHOOD A-1

<u>Acreages</u>	Vacant	23.6	Parks	9.2
	Residential	311.4	Institutional	19.2
	Industrial	0	Other	2.2
	Commercial	8.0		
	Total Acreage		373.6	

\*\*\*\*\*

<u>Population</u>	Existing	5,803	Projected Capacity	6,200
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\*\*\*\*\*

<u>Parks &amp; Open Space Details</u>	<u>Existing</u>	<u>Required</u>
Neighbourhood	9.2	12.0
District	0	-
Passive Open Space	0	-

\*\*\*\*\*

<u>School Details</u>	Public School Children @ <u>10%</u>	Separate School Children @ <u>12%</u>
<u>Population Capacity</u>		
6,200	620	740
No. of classrooms required @ 32 pupils per room.	<u>Public</u> 19	<u>Separate</u> 23

# Table 1 (continued)

Study	Intervention	Comparison	Outcome	Notes
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NEIGHBOURHOOD A-2

<u>Acreages</u>	Vacant	49.7	Parks	19.2
	Residential	392.6	Institutional	27.6
	Industrial	1.3	Other	0
	Commercial	14.0		
	Total Acreage			504.4

\*\*\*\*\*

<u>Population</u>	Existing	6,217	Projected Capacity	7,000
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\*\*\*\*\*

<u>Parks &amp; Open Space Details</u>	<u>Existing</u>	<u>Required</u>
Neighbourhood	0	-
District	18.3	-
Passive Open Space	0.9	-

\*\*\*\*\*

<u>School Details</u>	Public School Children @ <u>10%</u>	Separate School Children @ <u>12%</u>
<u>Population Capacity</u>		
7,000	700	840
No. of classrooms required @ 32 pupils per room.	<u>Public</u>	<u>Separate</u>
	22	26



NEIGHBOURHOOD A-3

<u>Acreages</u>	Vacant	125.0	Parks	0
	Residential	135.8	Institutional	5.9
	Industrial	0	Other	0
	Commercial	4.4		
Total Acreage				271.1

\*\*\*\*\*

<u>Population</u>	Existing	1,912	Projected Capacity	4,000
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\*\*\*\*\*

Parks & Open  
Space Details

	<u>Existing</u>	<u>Required</u>
Neighbourhood	0	10.0
District	0	-
Passive Open Space	0	5.0

\*\*\*\*\*

School  
Details

	Public School Children @	Separate School Children @
<u>Population Capacity</u>	<u>10%</u>	<u>12%</u>
4,000	400	480
No. of classrooms required @ 32 pupils per room.	<u>Public</u>	<u>Separate</u>
	12	15





NEIGHBOURHOOD A-4

<u>Acreages</u>	Vacant	149.4	Parks	3.0
	Residential	307.9	Institutional	29.1
	Industrial	1.0	Other	2.0
	Commercial	12.3		
	Total Acreage			504.7

\*\*\*\*\*

<u>Population</u>	Existing	5,327	Projected Capacity	7,800
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\*\*\*\*\*

Parks & Open  
Space Details

	<u>Existing</u>	<u>Required</u>
Neighbourhood	3.0	15.0
District	0	-
Passive Open Space	0	10.0

\*\*\*\*\*

School  
Details

	Public School Children @	Separate School Children @
<u>Population Capacity</u>	<u>10%</u>	<u>12%</u>
7,800	780	940

	<u>Public</u>	<u>Separate</u>
No. of classrooms required @ 32 pupils per room.	24	29

Section 4.00 - 10.00

Item	Description	Unit	Quantity	Unit Price	Amount
1.00	Excavation	cuyd	100	1.00	100.00
2.00	Backfill	cuyd	100	1.00	100.00
3.00	Gravel	cuyd	100	1.00	100.00

Section 4.00 - 10.00

Section 4.00 - 10.00

Item	Description	Unit	Quantity	Unit Price	Amount
1.00	Excavation	cuyd	100	1.00	100.00
2.00	Backfill	cuyd	100	1.00	100.00
3.00	Gravel	cuyd	100	1.00	100.00

Section 4.00 - 10.00

Item	Description	Unit	Quantity	Unit Price	Amount
1.00	Excavation	cuyd	100	1.00	100.00
2.00	Backfill	cuyd	100	1.00	100.00
3.00	Gravel	cuyd	100	1.00	100.00

Section 4.00 - 10.00

Item	Description	Unit	Quantity	Unit Price	Amount
1.00	Excavation	cuyd	100	1.00	100.00
2.00	Backfill	cuyd	100	1.00	100.00
3.00	Gravel	cuyd	100	1.00	100.00

Item	Description	Unit	Quantity	Unit Price	Amount
1.00	Excavation	cuyd	100	1.00	100.00
2.00	Backfill	cuyd	100	1.00	100.00
3.00	Gravel	cuyd	100	1.00	100.00

DISTRICT A  
WEST OF THE LITTLE RIVER

<u>Acreages</u>	Vacant	347.7	Parks	31.4
	Residential	1,147.7	Institutional	81.8
	Industrial	2.3	Other	4.2
	Commercial	38.7		

Total Acreage    1,653.8

\*\*\*\*\*

<u>Population</u>	Existing	19,279	Projected Capacity	25,000
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\*\*\*\*\*

Parks & Open  
Space Details

	<u>Existing</u>	<u>Required</u>
Neighbourhood	12.2	37.0
District	18.3	43.0
Passive Open Space	0.9	15.0

\*\*\*\*\*

School  
Details

	Public School Children @ <u>Population Capacity</u> 10%	Separate School Children @ <u>12%</u>	Secondary School Children <u>@ 7.5%</u>
	25,000	2,500	3,000
			1,875
No. of classrooms required @ 32 and 26 pupils per room.	<u>Public</u> 78	<u>Separate</u> 94	<u>Secondary</u> 72

# THE AMERICAN REPUBLICAN

<p>Vol. 1</p> <p>No. 1</p>	<p>1850</p> <p>1851</p>	<p>1852</p> <p>1853</p>	<p>1854</p> <p>1855</p>	<p>1856</p> <p>1857</p>
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Published by

W. H. B. & Co. New York

<p>1858</p> <p>1859</p>	<p>1860</p> <p>1861</p>	<p>1862</p> <p>1863</p>	<p>1864</p> <p>1865</p>	<p>1866</p> <p>1867</p>
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Published by

<p>1868</p> <p>1869</p>	<p>1870</p> <p>1871</p>	<p>1872</p> <p>1873</p>	<p>1874</p> <p>1875</p>	<p>1876</p> <p>1877</p>
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Published by

<p>1878</p> <p>1879</p>	<p>1880</p> <p>1881</p>	<p>1882</p> <p>1883</p>	<p>1884</p> <p>1885</p>	<p>1886</p> <p>1887</p>
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<p>1888</p> <p>1889</p>	<p>1890</p> <p>1891</p>	<p>1892</p> <p>1893</p>	<p>1894</p> <p>1895</p>	<p>1896</p> <p>1897</p>
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DISTRICT B  
EAST OF THE LITTLE RIVER

<u>Acreages</u>	Vacant	979.8	Parks	10.5
	Residential	134.4	Institutional	5.3
	Industrial	10.2	Other	28.2
	Commercial	1.6		

Total Acreage 1,170.0

\*\*\*\*\*

<u>Population</u>	Existing	1,266	Projected Capacity	25,000
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\*\*\*\*\*

<u>Parks &amp; Open Space Details</u>		<u>Existing</u>	<u>Required</u>
	Neighbourhood	10.0	87.5
	District	0	87.5
	Passive Open Space	0.6	75.0

\*\*\*\*\*

<u>School Details</u>		Public School Children @ <u>10%</u>	Separate School Children @ <u>12%</u>	Secondary School Children <u>@ 7.5%</u>
	<u>Population Capacity</u>			
	25,000	2,500	3,000	1,875
	No. of classrooms required @ 32 and 26 pupils per room	<u>Public</u> 78	<u>Separate</u> 94	<u>Secondary</u> 72



INDUSTRIAL AREA

<u>Acreages</u>	Vacant	806.7	Parks	0
	Residential	12.0	Institutional	0
	Industrial	59.5	Other	19.0
	Commercial	4.0		
			Total Acreage	901.2

\*\*\*\*\*

<u>Population</u>	Existing	20	Projected Capacity	0
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TOTAL AREA

<u>Acreages</u>	Vacant	2,134.2	Parks	41.9
	Residential	1,290.1	Institutional	87.1
	Industrial	72.0	Other	51.4
	Commercial	44.3		

Total Acreage 3,725.0

\*\*\*\*\*

<u>Population</u>	Existing	20,565	Projected Capacity	50,000
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\*\*\*\*\*

Parks & Open  
Space Details

	<u>Existing</u>	<u>Required</u>
Neighbourhood	22.2	124.5
District	18.3	130.5
Passive Open Space	1.5	90.0

\*\*\*\*\*

<u>School Details</u>	Public School Children @ 10%	Separate School Children @ 12%	Secondary School Children @ 7.5%
<u>Population Capacity</u>			
50,000	5,000	6,000	3,750
No. of classrooms required @ 32 and 26 pupils per room.	<u>Public</u> 156	<u>Separate</u> 188	<u>Secondary</u> 144



APPENDIX B

PROPOSED LITTLE RIVER REGIONAL PARK





APPENDIX BA BRIEF IN SUPPORT OF  
THE PROPOSED LITTLE RIVER REGIONAL PARKUTILIZATION OF THE RIVERSIDE - SANDWICH EAST  
JOINT BOARD PROPERTIES

In the Windsor Area, there is no appropriate place within reasonable distance for the youth of this area to participate in winter sports activity as described herein. For these reasons, we should have such facilities for our youth to enjoy sports activity during the winter months. What better way is there than to continue all season sports activities and to make healthy bodies for our youth.

Thus, the site proposed for a park to accommodate these activities has been chosen for two very important reasons. First, the area is of no use for any type of construction other than a park and secondly, sanitary land filling-in can give the park the necessary contours required. The area itself, rather than stand fallow next to the Treatment Plant, can be put to excellent use and in this way the Community can fully enjoy an otherwise wasted area. It would serve the greater metropolitan area extremely well since it would be the easterly centre of sports activity in the same manner as the City of Windsor's westerly land fill area will support activities at that end of the metropolitan area. Also, on the A.K.O. park site, there is being constructed a ski-slope which is situated in the central portion of the metropolitan area.

The cost of establishing such a venture is merely the dedication and resolution of this type of proposal. At a later date, possibly the cost of two lifts could be considered. The projected completion date would be 1968 at which time the land filled area would be completed. At this time the following activities could be established.

Toboggan Runs

Two banked toboggan runs, approximately 1,400 lineal feet in length, with an over and under area which would be an exceptional contribution to these runs. Each would have a double banked reverse curve which would



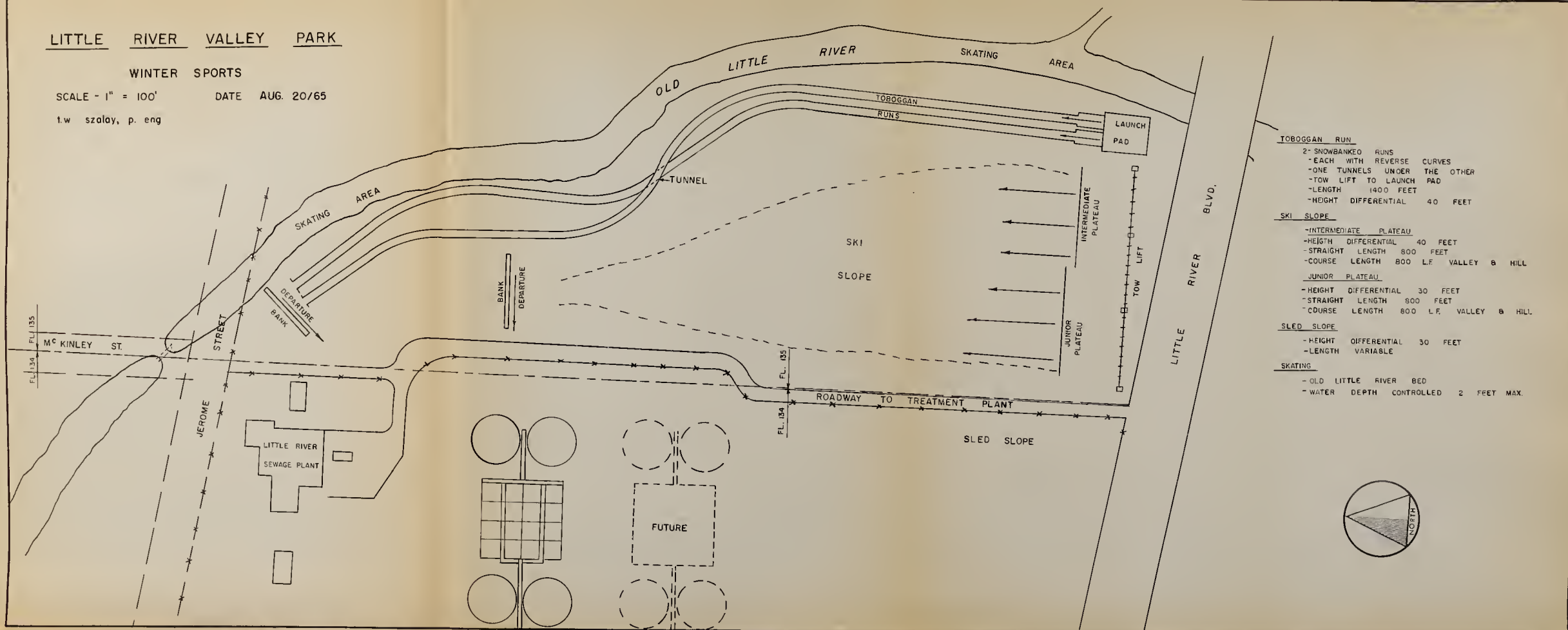
# LITTLE RIVER VALLEY PARK

## WINTER SPORTS

SCALE - 1" = 100'

DATE AUG. 20/65

t.w szalay, p. eng



### TOBOGGAN RUN

- 2" SNOWBANKED RUNS
- EACH WITH REVERSE CURVES
- ONE TUNNELS UNDER THE OTHER
- TOW LIFT TO LAUNCH PAD
- LENGTH 1400 FEET
- HEIGHT DIFFERENTIAL 40 FEET

### SKI SLOPE

- INTERMEDIATE PLATEAU
- HEIGHT DIFFERENTIAL 40 FEET
- STRAIGHT LENGTH 800 FEET
- COURSE LENGTH 800 L.F. VALLEY & HILL

### JUNIOR PLATEAU

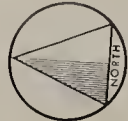
- HEIGHT DIFFERENTIAL 30 FEET
- STRAIGHT LENGTH 800 FEET
- COURSE LENGTH 800 L.F. VALLEY & HILL

### SLED SLOPE

- HEIGHT DIFFERENTIAL 30 FEET
- LENGTH VARIABLE

### SKATING

- OLD LITTLE RIVER BED
- WATER DEPTH CONTROLLED 2 FEET MAX.







control and moderate the speeds. Time run competitions could be competitively held and records established. The differential fall for the total length would be 40 feet.

### Sled Run

For the tots and younger children, a moderate slope 20 to 30 feet in height could be built and accordingly, hills and valleys could also be built for a more thrilling ride.

### Ski Slopes

These would be a tremendous way to train and promote the interest of our younger people to participate in competitions locally and possibly to help the youth to become Olympic representatives for Canada. The two slopes would give excellent runs over cross-country type terrain. The Junior slope would be a moderate 30 foot fall in 700 feet with a hill and dale effect while the Senior slope would offer more obstacles for the more experienced skier. Ascent to the plateaus could be accommodated by a very simple tow line.

### Skating Pond

At present, the Old Little River bed could be levelled and cleaned, and the water controlled from the actual Little River by a gate valve to allow a flooding of one (1) foot depth of water over the whole length. When this freezes over, it would make an excellent skating course. Park benches could be placed along the way for rest stations. Competitive speed races could also be run on the course.

All this could be done at basically no cost. Consideration by the Town of Riverside, Sandwich East Township and the Riverside - Sandwich East Joint Sewage Board to agree and pass a resolution to this effect is all the cost that is necessary. At present, the contours can be established by the backfilling of the site with fill material and finally topping and grassing the entire area. In the summer, it could be used for other activities but with the elevation contour control would serve best for winter activity.

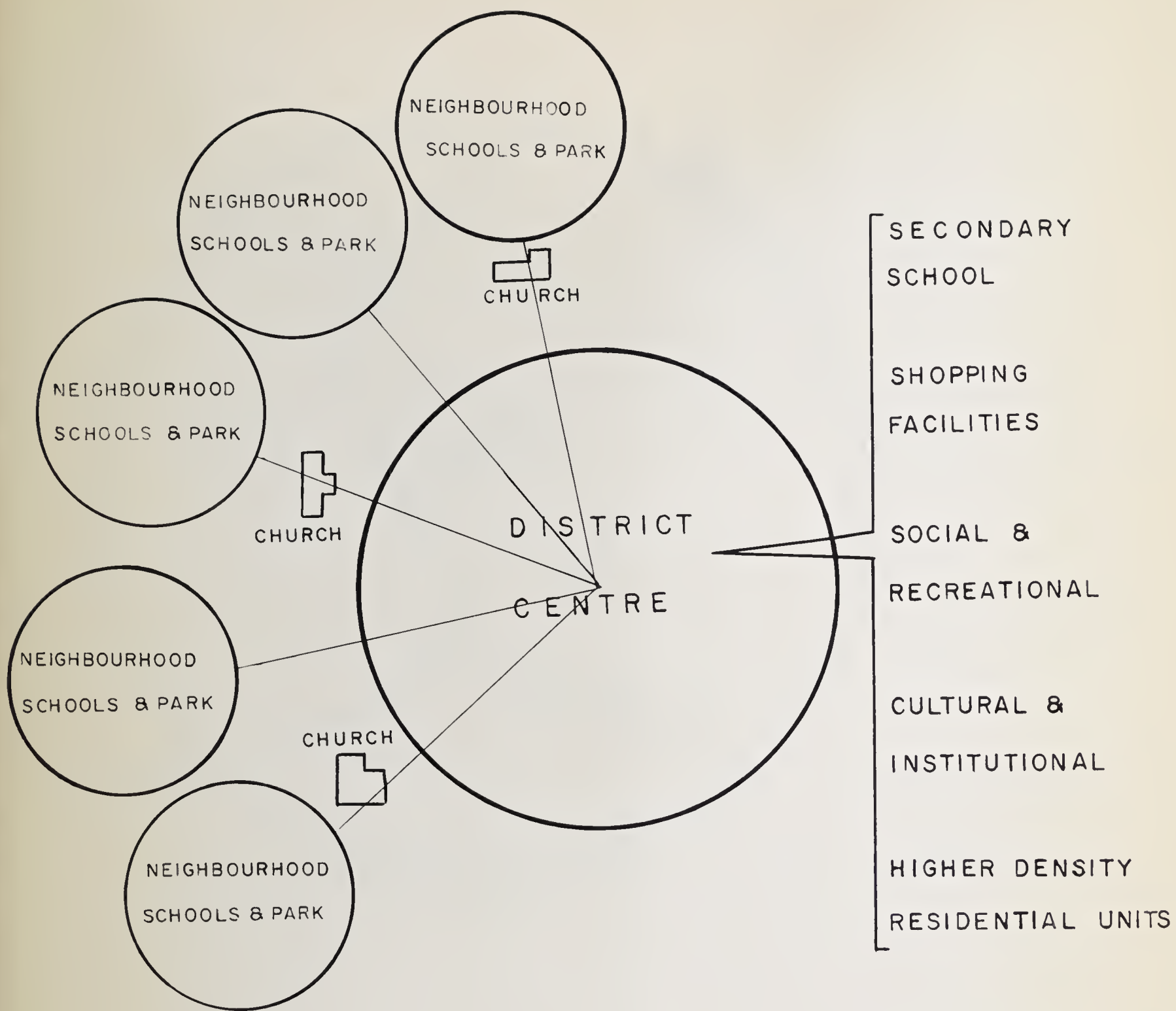


## APPENDIX C

### DIAGRAMS OF A DISTRICT CENTRE AND NEIGHBOURHOODS



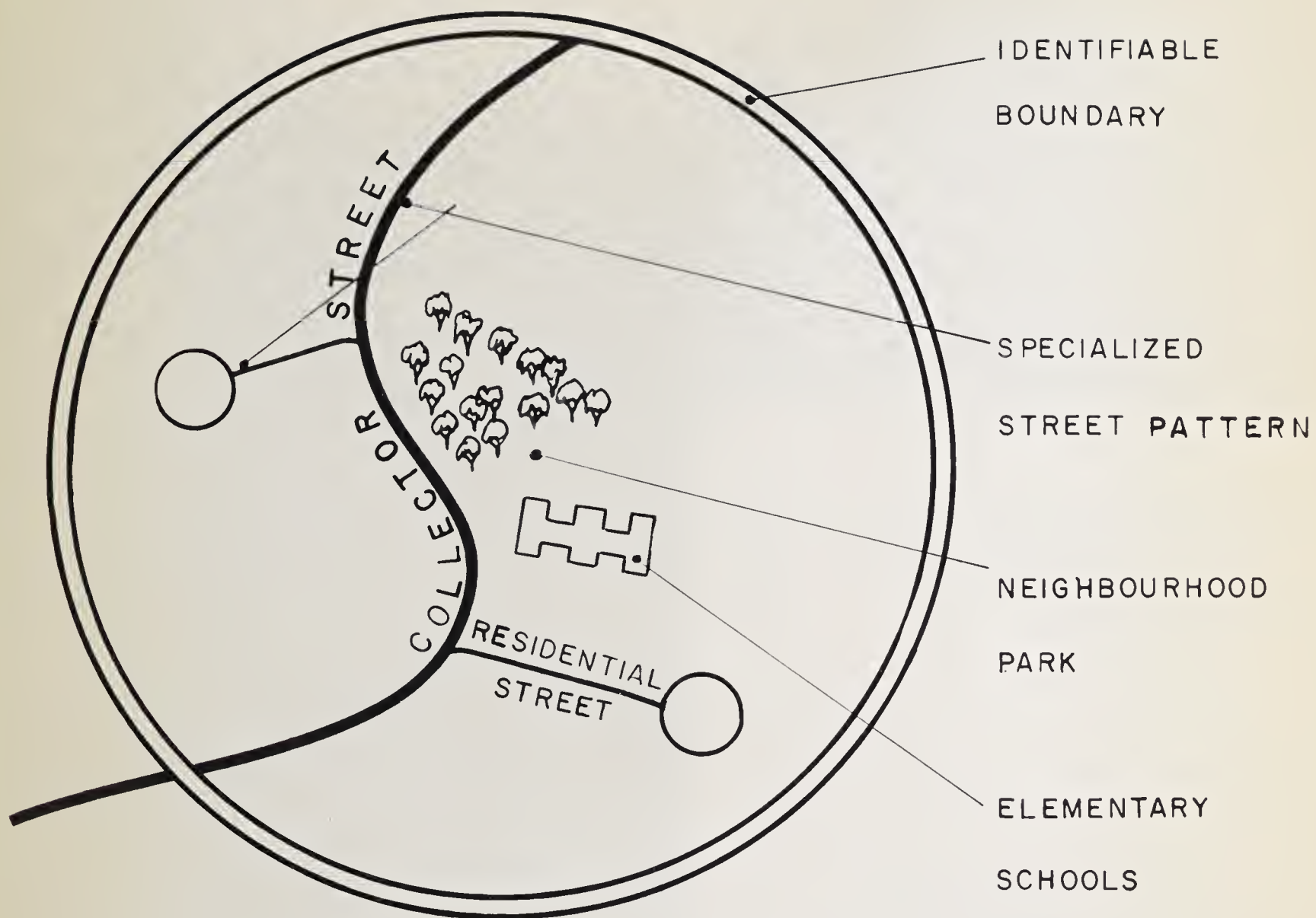




# THE DISTRICT CENTRE

MAP 112  
SEP 16 1969





# THE NEIGHBOURHOOD

SIZE OF NEIGHBOURHOOD IS  
DETERMINED BY A CONVENIENT  
DISTANCE TO A PROPER SIZE  
ELEMENTARY SCHOOL





NA Proctor, Redfern, Bousfield  
9130 & Bacon Consulting Engineers  
R5P7 & Town Planners  
cop.2 Town of Riverside planning

Map Lib.

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CANCELLED

OCT 6 1983

